





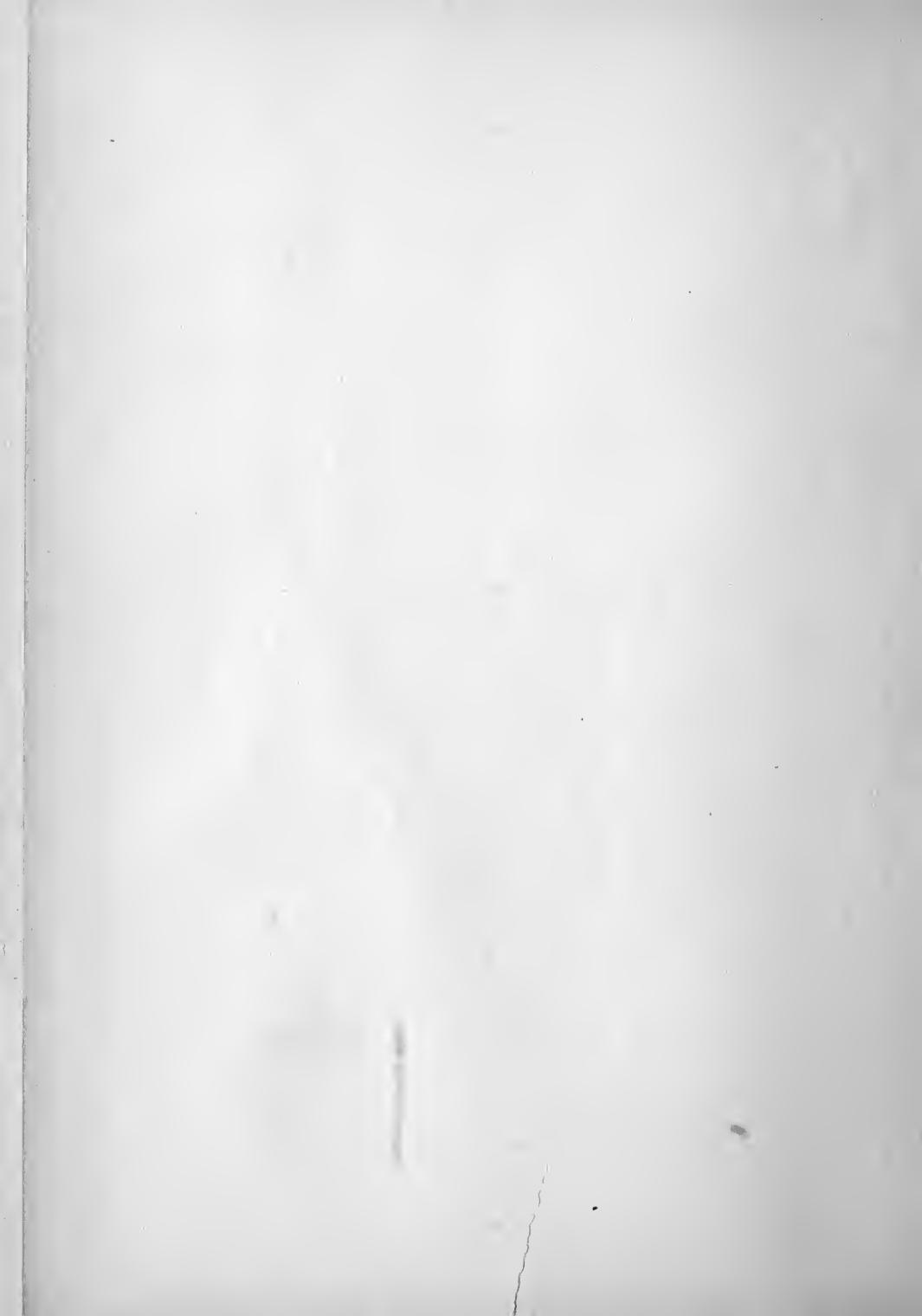
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THE
EASTERN DISTRICT
OF
BROOKLYN

WITH
Illustrations and Maps

BY
EUGENE L. ARMBRUSTER

"Remove not the ancient landmark, which thy fathers have set."—Prov. XXII., 28.



NEW YORK
1912

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C o n t e n t s

	Page
Introduction.....	9
Nassau River.....	11
The Original Plantations.....	18
Town Records.....	21
Bushwick Village.....	27
Greenpoint.....	31
Cross-Roads Settlement.....	33
Williamsburgh.....	34
The Bushwick and Ridgewood Sections.....	45
Bedford.....	55
Cripplebush	56
East New York.....	56
Beyond the Newtown Creek.....	63
Bushwick Church.....	67
Original Ecclesiastical Organizations.....	79
Burying Grounds	85
The Early Days of the Eastern District Schools:	
Bushwick Schools.....	88
Williamsburgh and Greenpoint Schools.....	92
Bedford School	97
Wallabout School	98
The Wyckoff Farm.....	99
Roads and Transportations.....	102
Police Force.....	107
Fire Department	109
Picnic Grounds.....	112
Hotels	113
The Press	114
Banks.....	115
Peck Slip.....	115
Statistics	117
Wards.....	119

	Page
Map Showing the Original Plantations.....	121
Municipal Government.....	123
Ridgewood Section in Queens Borough of To-day	125

APPENDICES

I. Indian Deed of Bushwick, 1638	129
II. Governor Nicolls' Patent, 1667	130
III. Governor Dongan's Patent, 1687.....	131
IV. Muster Roll of Bushwick Militia, 1663.....	132
V. Rate List of Bushwick, 1675	134
VI. " " " 1676.....	135
VII. " " " 1683.....	137
VIII. List of Men in Bushwick Who Took the Oath of Allegiance in 1687.....	138
IX. Census of Kings County in 1698.....	139
X. The Improved Lands in Bushwick, 1706.....	141
XI. Bushwick Division of the Regiment of Militia in Kings County, 1715.....	143
XII. A List of all the Inhabitants, 1738	144
XIII. A List of Slaves, 1755	146
XIV. Taxable Valuation, Bushwick, 1805-1854	147
XV. Taxable Valuation, Williamsburgh, 1840-1854	148
XVI. Laws Relating to Williamsburgh	149
XVII. The Solid Men of Williamsburgh, 1847.....	153
XVIII. Inscriptions on Tombstones in Original Graveyard, 1861	155
XIX. Inscriptions on Tombstones in Schenck Family Burial Ground, 1860	156
XX. Inscriptions on Tombstones in Bushwick Church Yard, 1880.....	157
XXI. Obsolete Street Names in Eastern District.....	158
XXII. Origin of Some of the Street Names	172
XXIII. Obsolete Street Names in East New York.....	174
XXIV. The Ferries.....	177
XXV. Notes on the Several Settlements	179
XXVI. Bibliography	188

List of Illustrations and Maps

	Page
Map of Williamsburgh Village, 1827 (folding)....	34
Map of Williamsburgh, 1845 (folding).....	opposite page 118
Original Settlement, 1660	14
Map of Bushwick Village, 1660	16
Town Dock.....	28
Masters' Mill	29
Duryea House.....	30
Map of Town of Bushwick.....	32
Old Grand Street Ferry and Fountain Inn, 1797.....	35
Junction of Broadway, Flushing Avenue and Graham Avenue	36
Burr & Waterman's Block Factory.....	37
Literary Emporium.....	38
Phoenix Iron Works	39
Terry's Iron Foundry.....	40
Miller Homestead.....	41
Remsen House	42
A. & H. Kemp's Brick Block.....	42
Boerum House.....	43
Williamsburgh Gas Works	44
Ferry Landing, Grand Street, 1835	44
Suydam House.....	47
South Bushwick Church.....	51
Map of Ridgewood	53
Van Nostrand Farm House.....	54
The Last of the Lefferts Houses.....	55
Schenck Homestead.....	57
Holder's Three-Mile House.....	59
Howard's Inn	60
View of Old Payntar House.	66
Block-House Erected in 1660.....	69
Bushwick Church and Town House	71

	Page
Bushwick Church in 1850	74
Dutch Reformed Church of Williamsburgh.....	80
St. Mark's Church.....	82
First Baptist Church of Williamsburgh.....	83
Presbyterian Church of Williamsburgh.....	84
The Devoe Houses and Part of Ancient Graveyard.....	86
Bushwick District School No. 3.....	90
District School No. 2 of Williamsburgh.....	91
" " 3 " ".....	91
" " 4 " ".....	93
Primary School No. 1.....	94
" " 2.....	94
" " 3.....	95
" " 4.....	96
Colored Public School.....	96
Grammar School	97
Wyckoff Homestead.....	99
Northern Liberties Engine House.....	110
Williamsburgh Bell Tower in Flames.....	111
Peck Slip Ferry, New York, 1850.....	116
Map Showing the Original Plantations	120

P R E F A C E

THE title of this book is "The Eastern District of Brooklyn," and the book contains a number of articles dealing with the past of the various neighborhoods within the present Eastern District. Some of these articles have appeared in the *Brooklyn Daily Times*.

If a history of the City of New York will ever be written, its compiler will look around for historical matter relating to the old towns, now forming parts of the metropolis, and this book was written that the Eastern District of Brooklyn may be represented then.

Its favorable situation was noticed by Governor Kieft, and he acquired the land from the Indians at a time when New York City was confined to the southernmost end of Manhattan Island; and its great future was foreseen by the founders of Williamsburgh a century ago.

Not every town on Long Island can be a next-door neighbor to Manhattan Island, but Nassau County is to-day as close to New York City as Kings County was then, and sooner or later Suffolk County will hold this same position. But in bringing far-off Suffolk closer, the Eastern District will gain, as it has gained so far, in this process.

The 13th, 14th, 15th, 16th, 17th, 18th, 19th, 21st, 23d, 25th, 26th, 27th and 28th Wards had a popula-

tion in 1910 of 857,778. The Ridgewood section in Queensborough is to-day an integral part of the Eastern District, for the borough line can only be traced on paper, and thus the population of the Eastern District is to-day close to the one million mark.

It may be well to give here the history of the title of the book. The Eastern District was created when the consolidation of Brooklyn, Williamsburgh and Bushwick took place, in 1855. It included Williamsburgh, Bushwick and North Brooklyn. The Western District included the remainder of the enlarged city. Between the Eastern District and the built-up part of the Western District lay the extensive region known as the 9th Ward, sparsely settled. The denominations Eastern and Western Districts were soon abolished, and gradually the 21st, 23d and 25th Wards were set off the old 9th Ward; and these three wards increased in population simultaneously with the Eastern District, and had at all times more interests in common with it than with the Western District.

The 26th Ward was never a part of the Western District, but a town by itself until annexed in 1886 by the late City of Brooklyn.

The annals of the City of Williamsburgh and of the towns of Bushwick and New Lots were closed when these communities became parts of the City of Brooklyn, and no attempt has been made to deal with them after that period.

INTRODUCTION

THE following pages contain a series of sketches relating to the early days of the various localities that now constitute the Eastern District of Brooklyn. They also tell of the hardships and trials which the settlers had to endure until they could gain a permanent foothold in the territory around the Newtown Creek; and how, after several attempts had come to disastrous and disappointing ends, the village of Boswijck was formed. This was the first step in developing this section of the metropolis.

Adrian Block, a navigator in the service of the Dutch, had erected in 1613 a trading-post, consisting of four huts, on the island of the Manhattans across the river, which was later supplanted by a more substantial structure, built upon an elevated point, that served as a storehouse and fort. Its south side faced the upper bay, where large black rocks were visible at low tide. Toward the north a lane led to a point on the East River, which had been found to be the most convenient for a ferry-landing to connect with the Long Island shore. This trading-post, and later the fort, was the only point from which the settlers could expect any assistance in case of an attack by their red-skinned neighbors, but as yet there had been no occasion to look for help, the white men and the red men lived in peace together.

Director-General Willem Kieft purchased in 1638 the territory of the later town of Bushwick from the Canarsee Indians for the West India Company, and "the new charter of Freedoms and Exemptions," which was granted two years later, brought new settlers to the land on the Long Island shore of the East River. Kieft was the owner of a tobacco plantation on the west side of the island of the Manhattans, called by the Indians Sapohanikan, which means "over against the pipe-making place." On the opposite shore of the North River was Hopoakānhaking, *i. e.*, "at the tobacco-pipe-land"—the present Hoboken. To this point the Indians brought the peltries, which they collected in the interior, and hence conveyed them in their canoes to Manhattan Island, landing in a cove north of the Director's plantation. In an evil hour Kieft ordered some of his men to the tobacco-pipe-land and another band to the Indian village, Rechtauk, situated two miles north of the fort on the East River,—the present Corlear's Hook,—while both places were occupied by some fugitive Wesquaesgeek Indians, and had them cruelly slaughtered, men, women and children, under cover of night. When the savages found out that the white men had committed the outrage, which they had first believed to be the work of an hostile Indian tribe, about a dozen of the neighboring tribes of River Indians rose up against them and attacked the several plantations. This took place in 1643.

NASSAU RIVER

Nassau River is the waterway first known as Mispat Kil and, more recently, as Newtown Creek. The usefulness of the river will be greatly enhanced in the near future by the construction of a channel through its entire length of a uniform width of one hundred and twenty-five feet and a depth of eighteen feet. But even at the present day its tonnage is greater than that of the Erie Canal or the Hudson River. Its length is about four miles, its natural depth is twelve feet at the mouth, gradually falling to four feet at the head of navigation. In the early days its shores presented a beautiful sight. In the background were the hills covered with trees. In the swamps below, the stream and its tributaries had their rise. Broadening on its way, the stream flowed quietly between wooded elevations and further along through lowlands until it mingled its waters with the Salt or East River. A mile further up the East River, the tides from the east and west met, and the backing up of these tides caused the stream to overflow the marshes; and this fact led the Indians to name the waterway "Mispat"—that is, an overflowing tidal stream.

In the neighboring forests the deer and the wolf had their habitations. On the head of the stream was the village and cornfield of a small band of red men, known as the Mispat tribe. Near its mouth a few

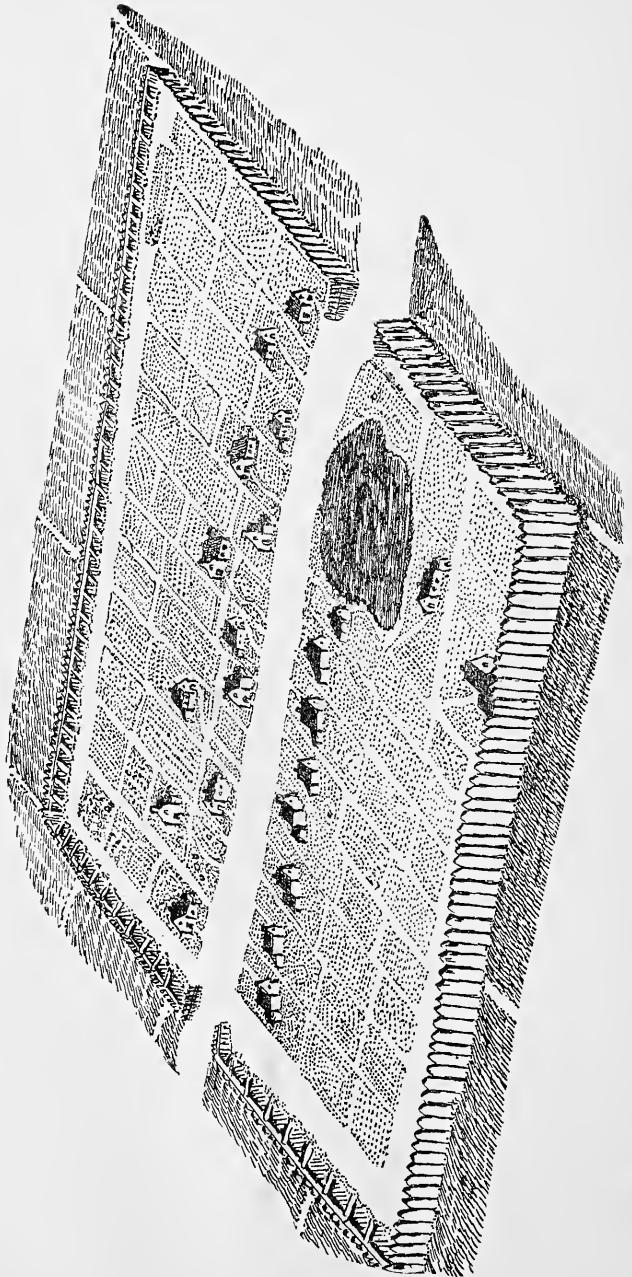
adventurous Noormans had established themselves, clearing the land and trading with the Indians.

In 1638 Governor Kieft purchased the land near the creek, and the new Charter of Freedoms and Exemptions, published two years thereafter, providing that "all good inhabitants were allowed to select lands and form colonies," attracted settlers to this neighborhood. Thus a small band of former residents of the Plymouth colony, under the leadership of the Rev. Francis Doughty, settled in 1642 near the Indian village. In the Indian uprising of the following year, caused by a most barbarous act of the governor, the Mispat settlement, as many others, was laid in ashes and some of the settlers were killed, while others made their escape to the fort on Manhattan Island. After peace was restored several of the planters returned to the place. A new commander, Petrus Stuyvesant, took charge of the Dutch Colonies in 1647, and he employed every means to secure new colonists for the destroyed and deserted plantations.

In 1655 the savages again became restless, and the settlers near Mispat Kil found it necessary for their mutual safety to abandon the exposed dwellings standing upon the several plantations and to remove their families and belongings to a central point, which could be more effectually defended. Thus they formed in the next spring a village upon an island situated in Mispat Kil, for which the Fiscal of New Netherland, Nicasius de Sille, had received a patent. They named the settlement New Arnheim, in honor of the native

place of De Sille. The island was then known as Smith's Island, after an earlier resident, and its present name is Furman's Island or Maspeth Island. Here they were in a more secure position and the new settlement prospered. Still some of the farmers continued to live upon their plantations. Eldert Engelbertse, residing at an isolated place near the creek, with his wife, and two men employed by him, were murdered in 1659 by three Raritan Indians, who had become acquainted with the fact that there was some "wampum" in the house.

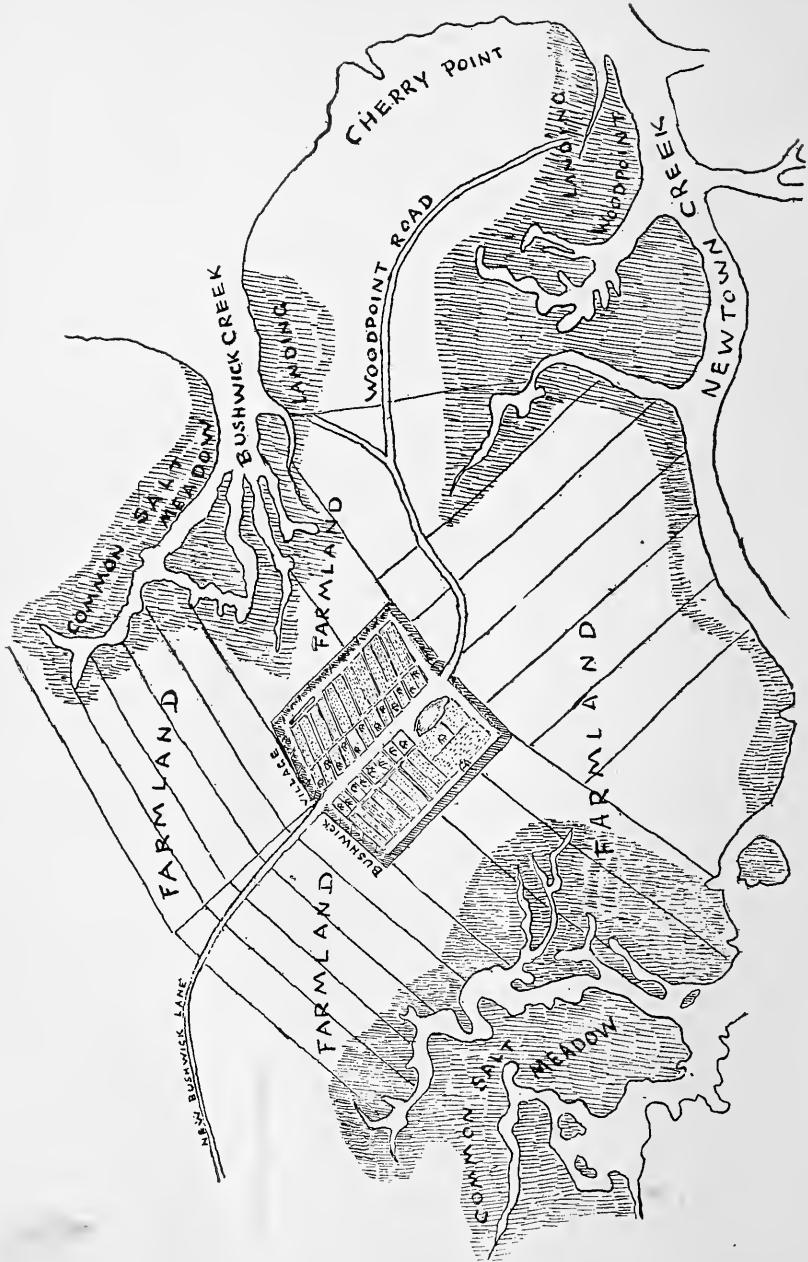
While the site of New Arnheim, surrounded as it was by water, was well chosen for a place of refuge for a small band of settlers during trouble with the Indians, it was not the proper place for a village. So when in 1660 fourteen Frenchmen with an interpreter came before the governor to petition him for land on which to settle, Stuyvesant took them across the river and selected a plot of land between the Mispat Kil and Noorman's Kil (the later Bushwick Creek). In doing this he was no doubt guided by a personal interest. His own farm on the Manhattan Island side of the river extended from present Fourth Avenue to the East River shore, and the newly established settlement on the Long Island side was directly opposite his farm, the river flowing between the salt meadows of the two tracts of land. Thus he must have felt more secure from attacks by the Long Island Indians by having this out-post between them and his own farm. However, the land between the two creeks was an ideal location for a village site. Along the line of an



Original Settlement 1660.

old Indian trail a road was laid out in the centre of the village plot, which, in course of time, could be extended towards either creek. On both sides of the road the house-lots were laid out, twenty-two in number, divided by lanes; in the rear of the house-lots were larger parcels, known as garden-lots. These house-lots and garden-lots were enclosed with palisades. Outside the stockade and extending to the creeks was the farm-land, cut up in long, narrow strips, in equal number with the house-lots. In the absence of roads, the farmers were thus enabled to move their crops in boats. To every house-lot in the village was attached the right to a certain part of the common lands or salt meadows. These meadows were taken wherever found, and in the following year the magistrates petitioned for more meadow land for the use of additional settlers, and Governor Stuyvesant ordered the New Arnheim settlement to be broken up, being an obstacle to the growth of the new village of Boswijck, and the island was given to the latter. Boswijck was the name bestowed upon the place by the governor. This grant caused a legal fight, which was carried on for over a century between the towns of Newtown and Bushwick. In 1769 Smith's Island was ceded to Newtown, and other disputed lands, now forming the Ridgewood section of Queens County, were also decided to be a part of the town of Newtown.

Near the Duryea house on Meeker Avenue, Humphrey Clay operated a ferriage across Newtown Creek as early as 1670. During the Revolutionary War



British warboats sailed up and down the creek, carrying dispatches from Headquarters at Newtown; and even during the War of 1812 American gunboats patroled the creek. There was a primitive bridge further up the creek in the days when Clay's ferry was in existence, and after the War of 1812 a bridge on piles was built on Meeker Avenue. In 1836 a new bridge was built on stone piers, in connection with a turnpike road; the toll on this bridge was "a penny," and was collected at a place near the Duryea house, hence the name, "Penny Bridge." In 1853 a ferry was established, running from East 23d Street, Manhattan, to the Calvary Cemetery landing on Newtown Creek.

At that time the creek, with the several gristmills, and the farms bordering thereon, differed in no way from the rural scenes, which are often seen as typical of Holland, except for the hills in the background. But since then the mills have vanished, and factories and coal yards have taken their places and commercialism in general, with no eye for landscape beauty, has taken hold of the territory. The water of the creek has been polluted to such a degree that the name of Newtown Creek has come into ill-repute, and it is well that the waterway, when cleansed and improved, will be known by the euphonious name of Nassau River.

THE ORIGINAL PLANTATIONS

The first settlers in the territory of the later town of Bushwick seem to have been mostly Scandinavians; Hans Hansen, Cornelis Jacobse Stille, Claes Carstensen, Jan de Zweed (the Swede), one Wilcox and Herry Satley. They were on the ground before the land was purchased from the Indians by the West India Company.

The earliest recorded Indian deed for land to an individual in Kings County is the one to Jacob Van Corlear for "flats" in Flatbush and Flatlands in 1636; but the earliest recorded Indian deed for land in the county to the government, that is, the West Indian Company, was for the land between Brooklyn and Mespath—the territory of the later town of Bushwick—dated August 1st, 1638.

The Company now issued patents to the settlers, who were in possession of tracts of land, as well as to newcomers, as may be seen from the following entry upon the Dutch records: "Divers freemen request by petition to the Council conveyance of the lands which they are cultivating at present. The request of the petitioners is granted on the condition that they shall, after the expiration of ten years from the commencement of their plantations, annually pay to the Company the tenth of all the produce, which God shall bestow on their land. Also in future, for a house and garden a couple of capons yearly."

Hans Hansen's land extended from the Kil of Joris Rapalie through a part of the towns of Brooklyn and Bushwick to the Newtown Creek. Along the river Cornelis Jacobse Stille's land was patented to the then proprietor, Lambert Huybertse. The next plantation was Reyer Lambertse's; then came Claes Carstensen, the Noorman, and David Andriese. Between the two last named and Hans Hansen lay the land of Jan de Zweed. Between Bushwick Creek and Newtown Creek was the land of Dirck Volkertse, the Noorman, formerly Wilcox's plantation, and along the Newtown Creek toward Hans Hansen's land lay the land patented to Gysbert Rycken and Abraham Rycken. These two plantations were probably never occupied by the patentees. Abraham Rycken leased some land in 1643 to one Hutchinson, but the land seems to have reverted to the West India Company on the ground that it was not continually under cultivation. Abraham lived in New Amsterdam, as is recorded in a document of 1642. He married a daughter of Hendrik Harmensen, a planter at the Armen Bouwerij, or Poor Bowery, in the town of Newtown, and received a patent for a plantation in that locality in 1654. Thus these lands of the Rycken brothers were vacant, when in 1660 a company of Frenchmen petitioned the governor for land for the site of a village, and the latter gave them the greater part of the tract.

In a petition to the governor and council, made by some of the inhabitants of the village in 1663 regarding a fence, stretching from Newtown Creek to Bushwick Creek, mention is made of the remnant of land

still in possession of the company: "While there yet remains a small tract of the company's land, which would be included within that fence, etc."

South of Hans Hansen's plantation the land was granted in 1661 to the villagers for common woodland, and was known as the Boswijck Nieuw Loten, or the New Lotts of Bushwick.

Across the Brooklyn line Joris Jansen de Rapalie's plantation, called by the Indians, "Rinnegaconck," extended from Wallabout Bay (originally Walboght, probably from wal, meaning rampart—protection from assault or danger; and boght—bay or gulf) south probably to Nostrand and DeKalb Avenues. He had purchased the land from the Indians in 1637, and received a patent for it in 1643. The Cripplebush patent, adjoining the Bushwick line, was granted in 1654. The land south of the Cripplebush patent was patented to Elias Boudinet in 1708. Part of the land west of Boudinet's patent, between the Flatbush line and Rapalie's line was patented to ten settlers of the Wallabout region in 1661, and the southern-most part was used as common land by the inhabitants of the town of Brooklyn.

By the division of all the common land of that town in 1690 this particular section was allotted to the residents of the Gowanus settlement.

TOWN RECORDS

In his history of Long Island, Thompson says "The increase of population in this neighborhood was so small as not to acquire a municipal character before the year 1648, at which time application was made to the governor for a patent or groundbrief. One was accordingly issued, under which the inhabitants remained until the conquest of New Netherland in 1664."

There is at this time no evidence that such a patent was issued in the old Dutch documents at Albany. The Bushwick town records, which were in existence at the time when Thompson compiled his history, have been destroyed since.

When Bushwick became part of the City of Brooklyn the records were, in accordance with an article of the charter of the enlarged city, deposited in the City Hall. They were sent there in a movable bookcase, which was coveted by some municipal officer, who turned its contents upon the floor, whence the janitor transferred them to the papermill.

The older records had been kept in the Dutch language and were difficult to decipher; some, however, had been translated by the late General Jeremiah Johnson, and these have come down to us.

February 14, 1660, Peter Stuyvesant, Director-General, and his High Council, of New Netherland, ordain that the outside residents, who dwell dis-

tant from each other, must remove and concentrate themselves within the neighboring towns, and dwell in the same, because we have war with the Indians, who have slain several of our Netherland people.

February 16. As fourteen Frenchmen with a Dutchman, named Peter John De Wit, their interpreter, have arrived here, and as they do not understand the Dutch language, they have been with the Director-General and requested him to cause a town plot to be laid out at a proper place, whereupon His Honor fixed upon the 19th inst. to visit the place and fix upon a site.

February 19. On this day the Director-General with the Fiscal Nicasius De Sille and His Honor, Secretary Van Ruyven, with the sworn Surveyor, Jacques Corteleau, came to Mispat and have fixed upon a place between the Mispat Kil and Noorman's Kil to establish a village, and have laid out by survey twenty-two house lots, on which dwellings will be built.

March 7. The first house being erected near the pond, William Traphagen with his family and Koert Mourison came to dwell in the same. Other houses were erected during the year.

March 14, 1661. The Director-General visited the new village, when the inhabitants requested His Honor to give the place a name, whereupon he named the town "Boswijck." [From "bos," meaning a collection of small things packed close together, and from "wijk"—retreat, refuge, guard, defend from danger.]

At this time the order was renewed: "That all the citizens, who dwell within the limits and jurisdiction

of the town of Boswijck, and already have village-lots, shall remove to the same, according to the order of the Director-General," and it is added, "That all persons whatsoever who dwell outside of the village, attend to the danger they may be in, by remaining where they be."

By order of the governor, six men were chosen by the people, from whom he selected three, viz.: Peter Jan DeWit, Jan Tilje and Jan Comlits, to whom he committed the provisional administration of the justice of the village.

In May, 1661, the magistrates petitioned the governor for more meadow land for the use of new settlers, saying, "we have chosen ten men to make a search for more meadow land which, as far as we know, is not already disposed of by deed. There are only a few meadows for the use of the inhabitants of our village near their lands, but them they need themselves, and we have no others; of which we have not informed them. But the aforesaid ten men explored the meadows, where every person mows, who arrives first—common meadows—viz.: near Smith's Island six morgen; in the same neighborhood four morgen; adjoining the land of Eldert Engelbertse, who was killed by the savages, three morgen; near the two lots of Severy Oesis, who also was murdered by the savages, five morgen; further toward the woods in Fresh Vleyen four morgen;—in all twenty-two morgen." As they said that it would be impossible for the new arrivals to reside in the village without obtaining the meadow lands, the request was granted, provided that these

lands were not found to be included in any previous patent.

In 1661 Stuyvesant ordered the New Arnheim settlement to be broken up, and in the next year even the deserted and decaying hovels there were ordered to be removed, to prevent their being occupied by any person, and the island was granted to Boswijck.

In 1662, also, Hendrik Barent Smith, who still remained outside of the village, was ordered to remove to the latter within twenty-four hours, or else the magistrates were authorized to demolish his dwelling.

The twenty-three inhabitants of the village, who signed the petition to the governor in 1661 for meadow land, new roads, etc., must be considered the pioneers of the place. They were: Peter Jan de Wit, a Dutchman, who emigrated in 1652, and had acted as interpreter for the fourteen Frenchmen; Evert Hedeman, from the land of Schouwenburg; Jan Willemse Ysselstein, Jan Tilje, or Le Telier, a Frenchman; Ryck Lydecker (leidekker—slater), Hendrik Willemse Bakker (bakker—baker), Barent Gerretse, from Zwoll in Oberyssel; Jan Hendriksen, Jan Cornelissen de Zeeuw (de Zeeuw—the Zeelander), Barent Joosten, from Witmont in Emberland, a “ridder” or knight, emigrated in 1652, a man of means, who in later years sold to Albert Coertsen the Anthony Janse de Salé plantation in Gravesend, of two hundred acres, for \$15,000; François Du Puy, from Calais in France; Johannes Casparse, Francisco de Neger, Pieter La Mothe, Charles Fonteyn, — Herry, a Frenchman; Jean Catjouw, a Frenchman; Jean Maliert, a Frenchman;

Hendrik Janse Grever, Gysbert Thonissen, Jost Casparse, Willem Janse Traphagen, a Frenchman; Dirck Volkertse, a Norwegian or Noorman, a carpenter by trade, who had obtained a patent in 1645 for twenty-five morgen on the East River and Mispat Kil, which he sold in 1653 to Jacob Hay, but still resided in Boswijck.

The Dutch settlements, in general, began by individuals settling in a certain neighborhood, each one by himself, and as they grew more numerous, the governor appointed magistrates with more or less power, as he judged proper, without any uniformity as to their number or title of office. Their duty was to see that the fields were fenced and the fences kept in repair; to open a common road through the settlement; to erect a blockhouse or other public building; to attend to the division of the lands, that were held in common; provide for the security of the settlement; and decide all differences. Cases in which sums of over fifty guilders were in dispute could be appealed to the Director-General and Council. As noted in the town records above, Stuyvesant appointed three magistrates for the village in 1661, and thus Boswijck attained the dignity of a town. On another visit in 1663 Stuyvesant gave orders to appoint a Town Militia to keep a close watch on the new settlement. A company of four divisions was organized. Each division, consisting of ten men, was on duty, alternately, every night, to guard the village. Ryck Lydecker was made the captain.

By the conquest of 1664 Long Island was incor-

porated with the colony of New York, and became subject to the Duke of York.

Richard Nicolls, governor under the Duke of York, convened a meeting on the first of March, 1665, at Hempstead Plains, of two deputies from every town on Long Island, and two from Westchester, for the purpose of organizing the government, settling town limits, etc.

Bushwick was included in the West Riding of Yorkshire.

The several towns were recognized, and were required to take out patents from the governor for the lands which they had purchased within their limits.

From then until 1690 Boswijck, Breuckelen, Midwout, Amersfoort and New Utrecht constituted a separate district under the appellation of the "Five Dutch Towns." A register was purposely commissioned by the governor for this district to take the proofs of all documents that were required to be recorded at the "Office of Records" in New York City, where certificates were issued with the seal of this office. By an act of 1692 this power was vested in the governor or a delegate appointed by him.

Thompson says: "Many defects had been discovered in the charter granted by Stuyvesant, the people of Boswijck, at a town-meeting assembled for the purpose in 1666, appointed a committee to wait upon Governor Nicolls 'to solicit him for a new patent and to request that the boundaries of the town might be more expressly defined and set forth therein.'"

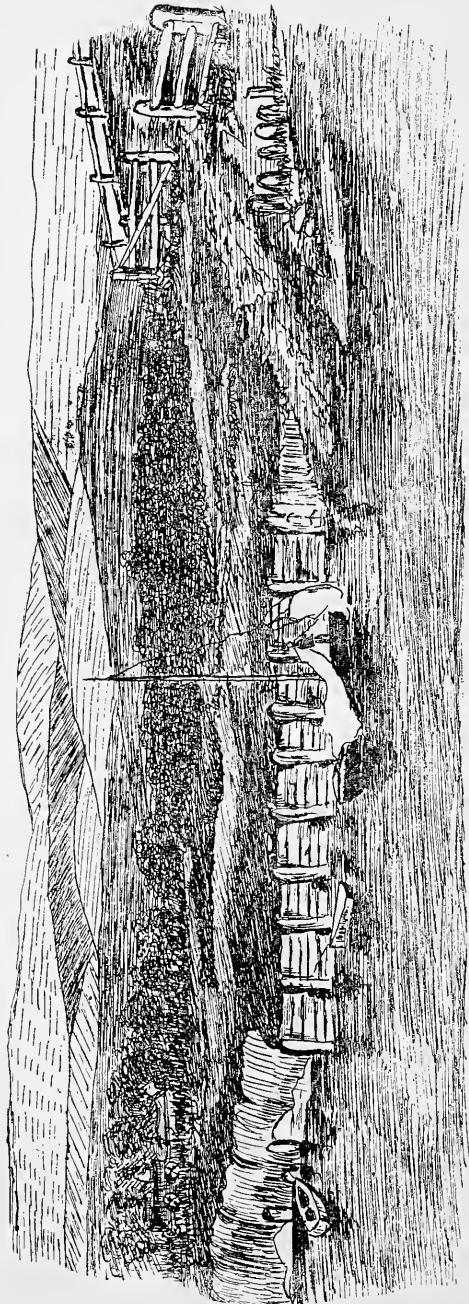
This patent was obtained on the twenty-fifth of October, 1667. Governor Thomas Dongan issued another town patent in 1687, and Governor Cornbury one dated 1708.

The town of Bushwick was recognized by the Laws of the State—general act—on the seventh day of March, 1788.

BUSHWICK VILLAGE

“*Het dorp*,” or the village plot, was the point from which the Eastern District of Brooklyn has spread further and further, and of all its territory this spot retains most of its original simplicity. Here the graveyard of the early settlers was laid out, but has long since disappeared; later the church was erected. Across the Woodpoint road stood the Town House, which is supposed to have been the first edifice reared in the county for the exclusive use of town government, and in the rear of the church was the school-house. From here the road led to “*het hout punt*,” or the Woodpoint on Newtown Creek, where was the town dock from which the farmers loaded their produce from wagons to sail or row boats, and conveyed them to the city market. From the Woodpoint road branched off another road leading to Noorman’s Kil, where Pieter Jansen Trinbol in 1662 “had made a concentration of four families,” so that the villagers of Boswijck might bring their canoes and “*schuiten*” (boats, barges) to his landing.

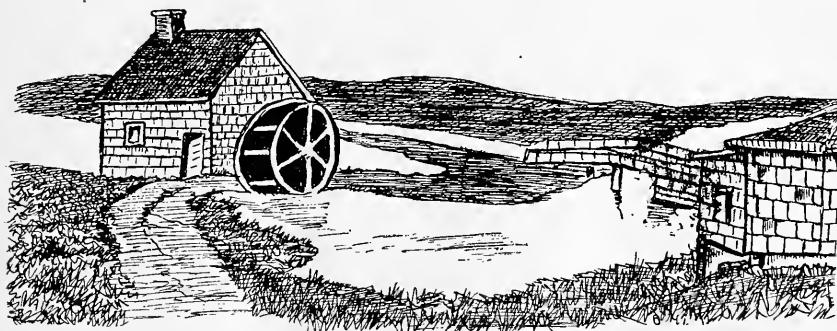
A third branch of the road, “the mill road,” led to the mill on the head of Newtown Creek. The first



TOWN-DOCK AT THE WOODPOINT.

mill structure was erected by Abraham Jansen Timmerman (Timmerman—carpenter) in 1664, and a mill was still standing on that point, near Metropolitan Avenue, close to the tollgate, a half a century ago. This was known then as Masters' Mill, and prior to that as Luqueer's Bushwick Mill.

The Kijkuit Lane meandered from the village to the Kijkuit on the strand.



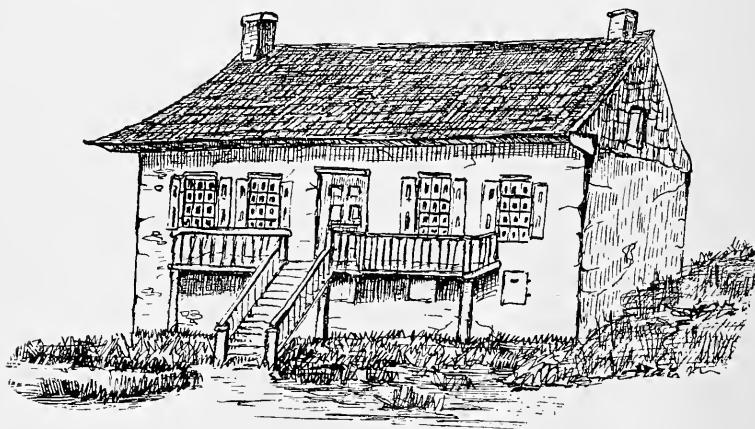
MASTERS' MILL ON SITE OF ORIGINAL
BUSHWICK MILL

1850

The Mansion house stood on the Woodpoint road. Its site is now part of the roadway of Monitor Street, near Egert Avenue, close to the junction of Meeker Avenue. The house was erected by Theodorus Polhemus, who was born in 1719, and came from Flatbush to Bushwick. He died in 1781, and his children sold the house with its beautiful grounds, barns, and out-houses to Peter Wyckoff. It became the residence of the Wyckoff family for some years. The house was a

large frame structure, and was half a century ago used as a tavern, and was still known as the Mansion house or Manor House. On the grounds ball players gathered from every-where, and also "target shooters" had their games.

The Van Ranst house stood on present Withers Street, near a branch of the Bushwick Creek.



Old Conselyea House

FOOT OF MEEKER AVENUE NEAR NEWTOWN CREEK

The Conselyea house was west of Humboldt Street and north of Skillman Avenue.

The Baedel house stood on the north-east corner of Bushwick Avenue and Metropolitan Avenue.

The Debevoise house was on the Woodpoint road, on the opposite side of the Mansion house.

The Skillman house stood on Frost Street, west of Lorimer Street.

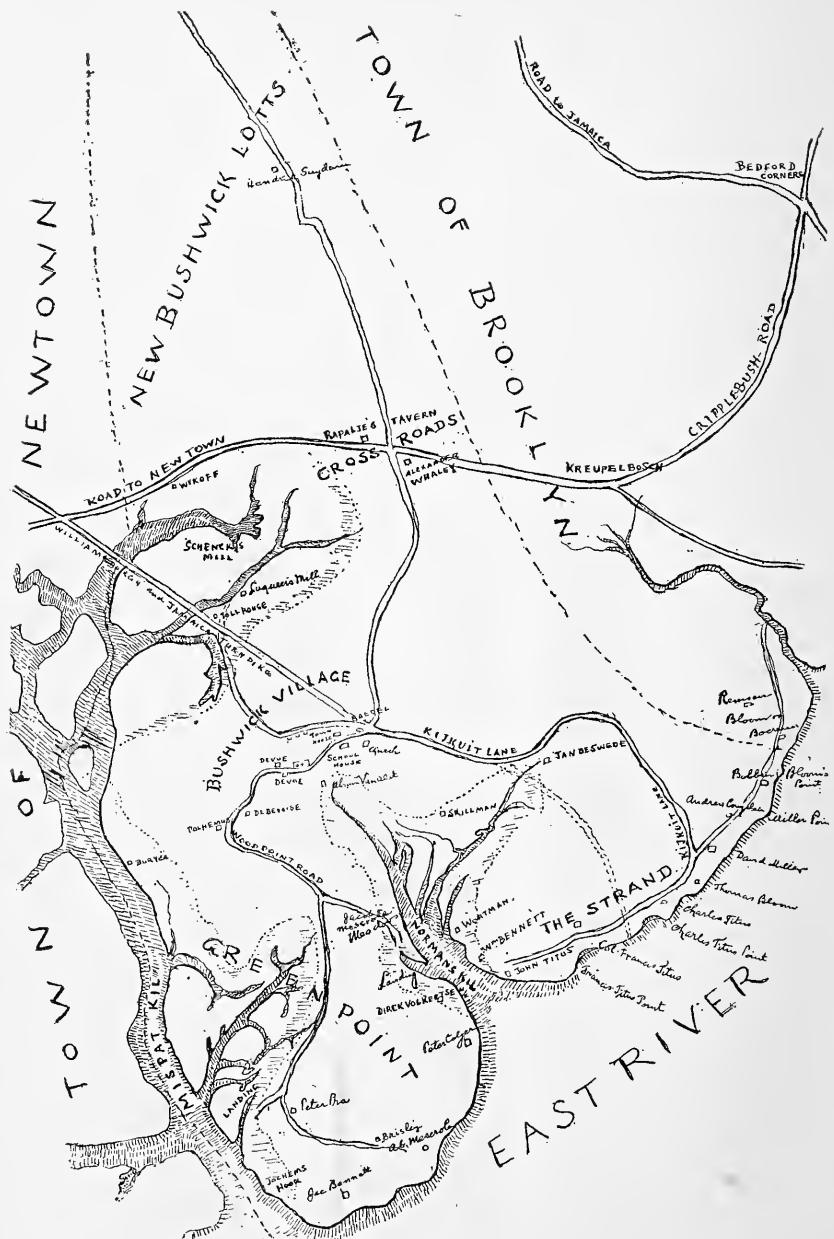
The Devoe houses were on either side of the Wood-point road between Parker and Bennett Streets.

The oldest house near the village plot still standing is, undoubtedly, the Duryea house, at the foot of Meeker Avenue, near Newtown Creek. Joost Durie, born in 1650, was a Huguenot, who emigrated from Mannheim, in the Palatinate on the Rhine, in 1675, and settled at first in New Utrecht, and then on the land on Newtown Creek, where he died in 1727.

GREENPOINT

Also called the Cherry Point, or the Orchard, was the land to a great extent cleared of woods by the Indians for their cornfields between the Bushwick and Newtown Creeks. Here lived for some years Dirck Volkertse, the Noorman, in a stone house on the north side of Bushwick Creek, which latter was named after him, "the Noorman's Kil," on land granted to him in 1645. Indian burial grounds, found when the streets were graded, bore evidence that the Indians had a settlement here. During and after the Revolution the whole section comprised five farmhouses and the powder house.

On the shore of Newtown Creek stood the house of Peter Bennett, near the East River shore. Close to the meadows, near present Oakland and Freeman Streets, was situated the home of Captain Pieter Pra, later known as the Provoost house, built of stone; it burned down about eighty years ago. On the river bank near Java Street was standing the Abraham Meserole house,



built about 1700. The Jacobus Colyer house stood near Calyer Street, near present West Street, and the Jacob Meserole house on Lorimer Street, near Norman Avenue and near Bushwick Creek.

The Woodpoint road was the only road that connected Greenpoint with the outer world, therefore the farmers here had to depend mostly upon their row-boats.

In 1837 the Greenpoint, Ravenswood and Hallett's Cove Turnpike road was opened—the Franklin Street of to-day—which was later extended to Williamsburgh. In 1838 a foot bridge was built across Bushwick Creek. In 1853 the ferry to Tenth Street, New York City, was opened.

CROSS-ROADS SETTLEMENT

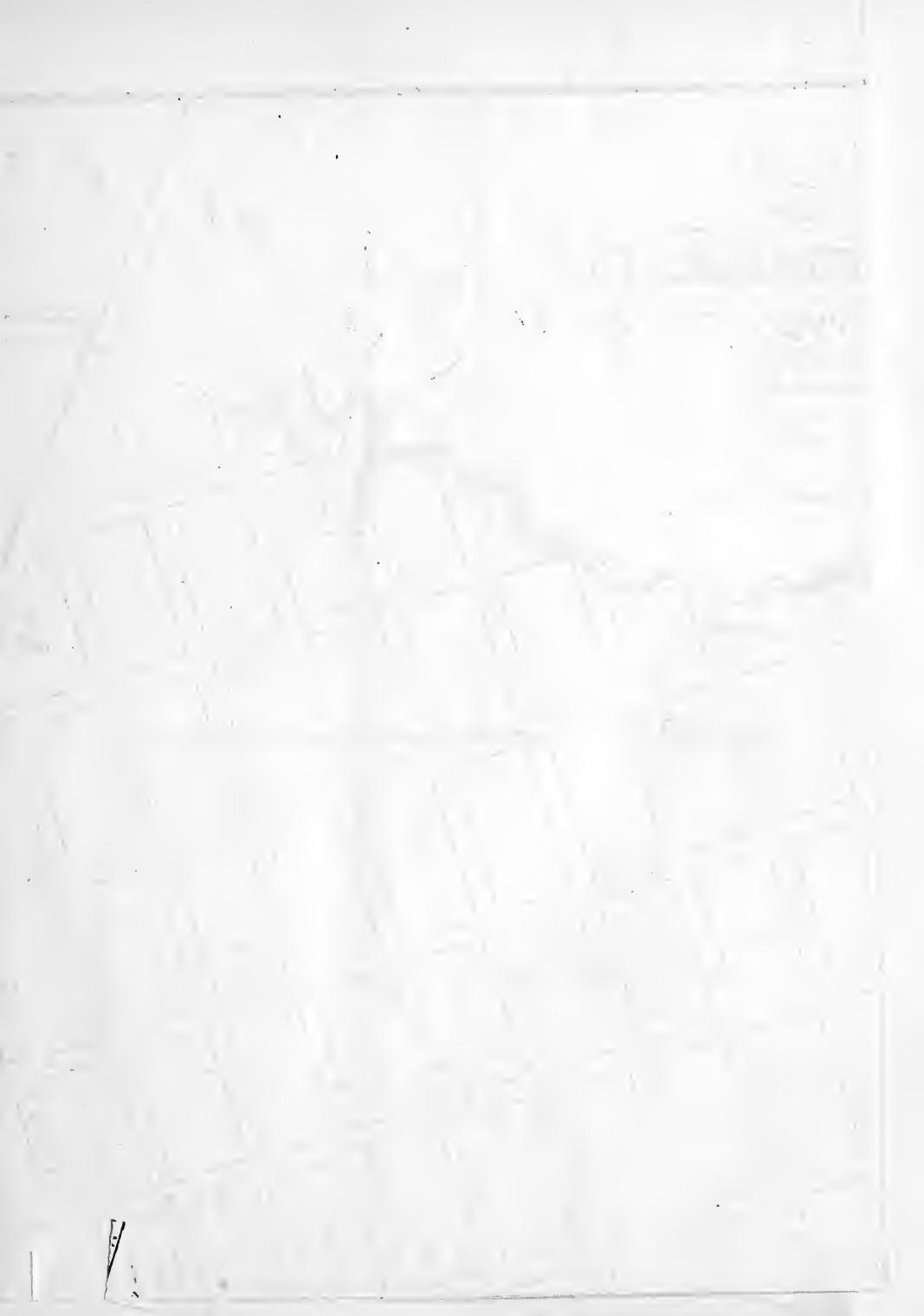
An old lane led from Bushwick Village into the New Bushwick Lands. Just at the beginning of this tract of land a settlement had come into existence during the eighteenth century at about the junction of the present Bushwick and Flushing Avenues, which was known as "het kruis pad," or Bushwick Cross-Roads. Later there stood here Alexander Whaley's blacksmith shop. Whaley was a man of great respectability and a personal friend of Washington. He was of English descent and born in Montville, in the New England States, in 1746, and died here aged 94. This settlement extended in later years to the Cypress Hills Plank Road.

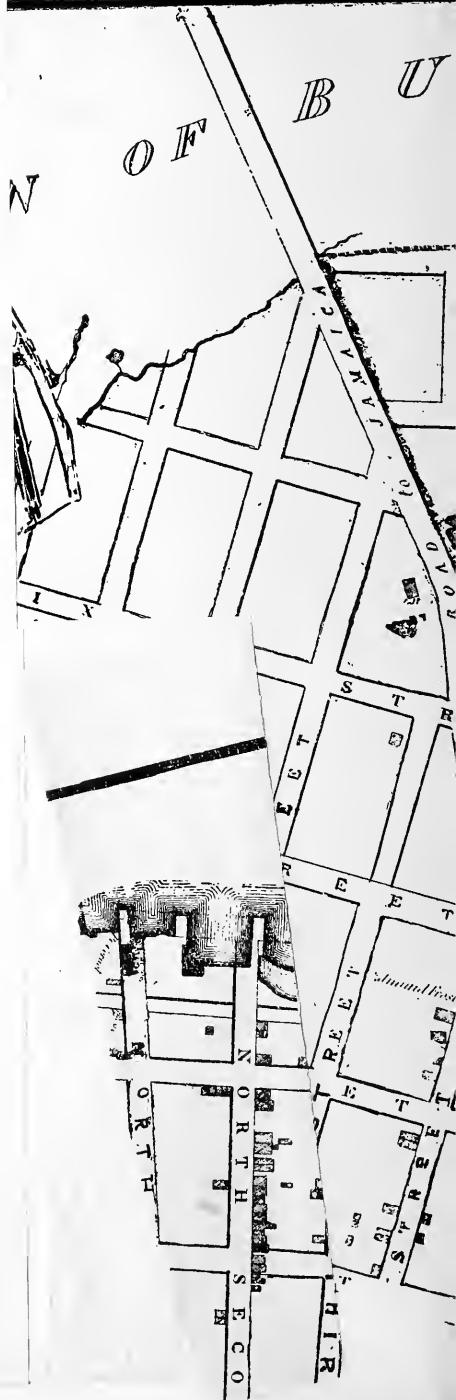
WILLIAMSBURGH

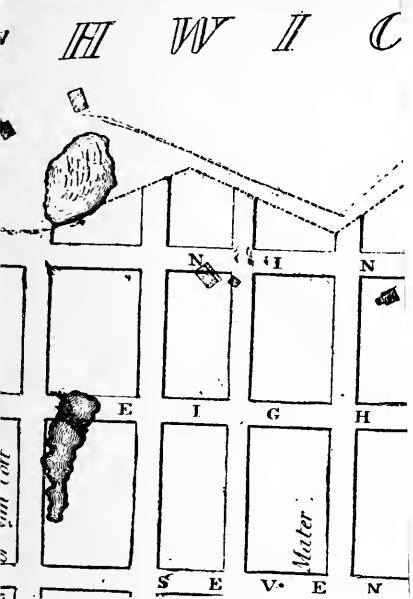
Dense thickets covered hundreds of acres of bog and low land extending from Wallabout Bay to Newtown Creek and extended through the central part of the town of Bushwick. This region was known as "het kreupelbosch" (kreupelbosch—thicket, copse), or Cripplebush. The scrub-oak or cripplebush predominated here. The land formerly was probably the site of a forest, whose trees were later supplanted by these bushes, which protected the ground from being dried up by the sun. Over the morasses led narrow trails, known to the redskins and the wild beasts, but treacherous to strangers. Between the Cripplebush and the East River shore was the site of the later Williamsburgh.

On the Nicolls' map, 1664-1668, settlements along the East River shore are marked by huts, drawn roughly. At the mouth of "Mashpack Kil" (Newtown Creek), three huts; at the mouth of Noorman's Kil (Bushwick Creek), two huts. Opposite Corlear's Hook, six huts, of which three are double huts and at "the ferry" (present Fulton Ferry), six huts. Judging from the number and size of these huts, the settlement opposite Corlear's Hook, the place where Williamsburgh rose later, was the largest. Between this settlement and the ferry is a creek marked Walbaut; no huts indicate that there was a settlement here near the shore.

At the time Bushwick Village was laid out by Stuyvesant an attempt was made to found another

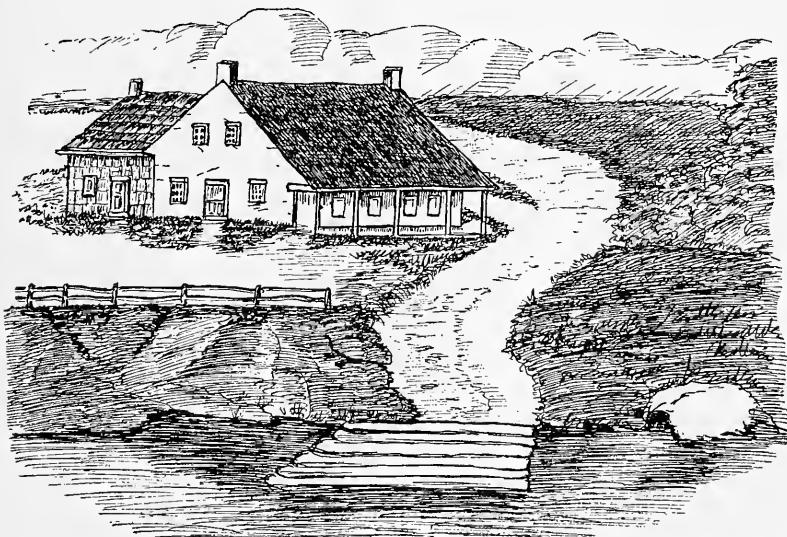








village at the strand along the river shore. The condition of this land was not found favorable for a settlement; drinking water was scarce and, in consequence of this fact, only a place of refuge was established upon the high bluff along later Fourth Street—now Bedford Avenue—near present South Fourth Street, for the farmers scattered along the shore, in case of

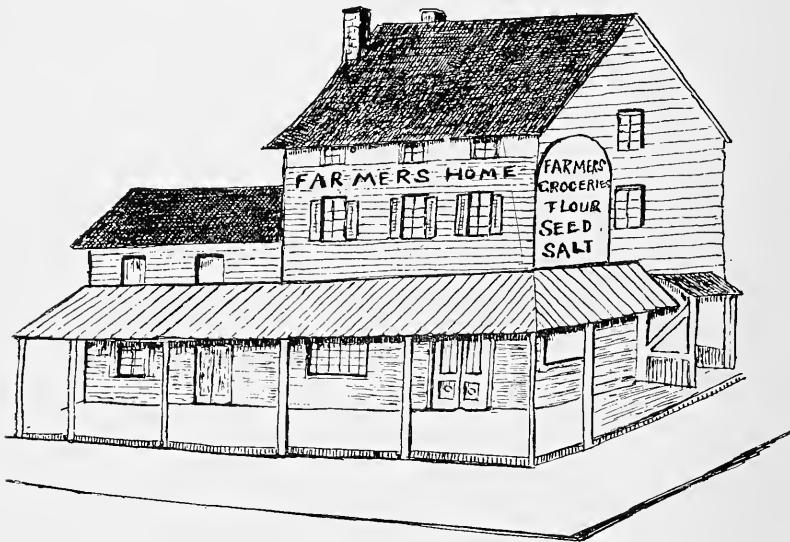


OLD GRAND STREET FERRY-WILLIAMSBURGH,
AND TOWER INN 1797

sudden attacks by the Indians. A small settlement along the water front was in existence at the time of the Revolution, known as "het strand."

During the seven years of British occupation the woods and thickets, in fact, almost every tree in the towns of Bushwick and Brooklyn were swept away by the wasteful deprivations of the British soldiers.

After the war vegetable gardens and orchards took the place of the forests. The strand settlement was connected since 1797 with Corlear's Hook, the site of the former Indian village, Rechtauk, by a rowboat ferry, operated by James Hazard, who lived at Corlear's Hook. At the beginning of the nineteenth Cen-

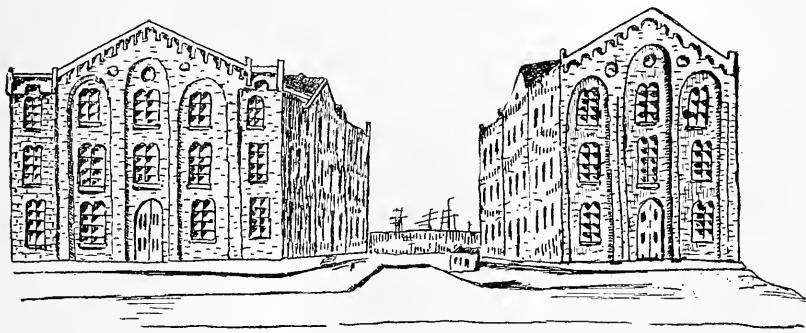


JUNCTION OF BROADWAY, FLUSHING AND GRAHAM AVENUES.

tury two attempts were made to start a village at the strand by Richard M. Woodhull and Thomas Morrell, respectively. The first mentioned named his enterprise Williamsburgh (Williamsburgh was named for Colonel Williams, U. S. Engineer, who surveyed the place), and the latter bestowed the name of Yorkton

upon his settlement. Each place had a ferry landing. The Yorkton Ferry gradually obtained the preference of the public, but the people had become used to the expression, "going to Williamsburgh," and thus this name remained and Yorkton became obsolete. In 1827 the village of Williamsburgh was incorporated, and its limits extended in 1835.

In 1836 a new ferry was started, running from the original Long Island ferry landing, Peck Slip in New

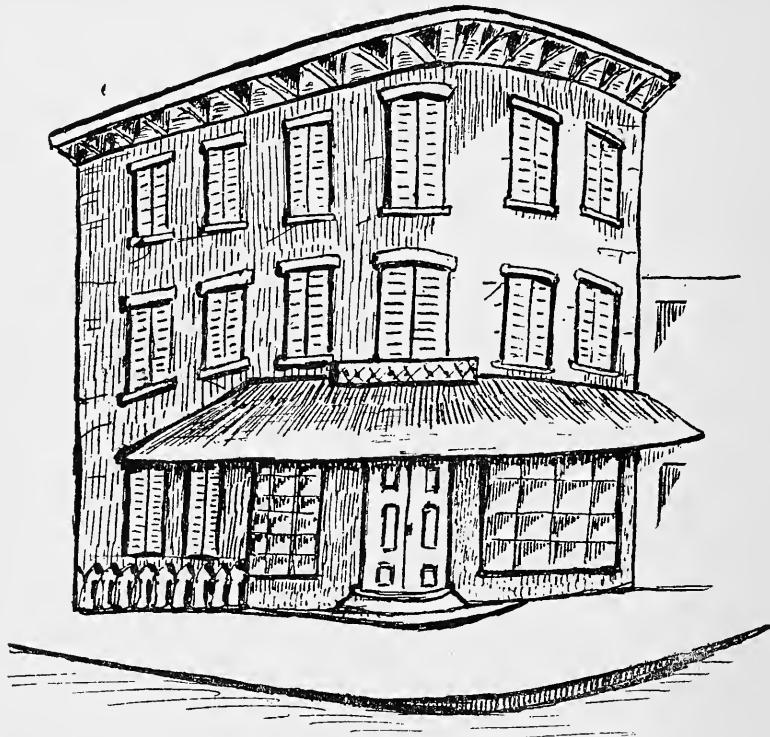


*Burr + Waterman's Bloo factory
Kent Avenue and South 8th St.
1852.*

York City to South Seventh Street, Williamsburgh. The ferry to Brooklyn had been removed to a slip further south. This ferry soon became the favorite route to Williamsburgh. On reaching the Long Island shore a traveler was sure to find a roadhouse where he could get a good meal and a fresh horse to start on his journey into the interior of the island.

In 1840 Williamsburgh was cut off from Bushwick and incorporated a distinct township.

On January 1st, 1852, the City of Williamsburgh came into existence, and on January 1st, 1855, the cities of Brooklyn and Williamsburgh and the town of

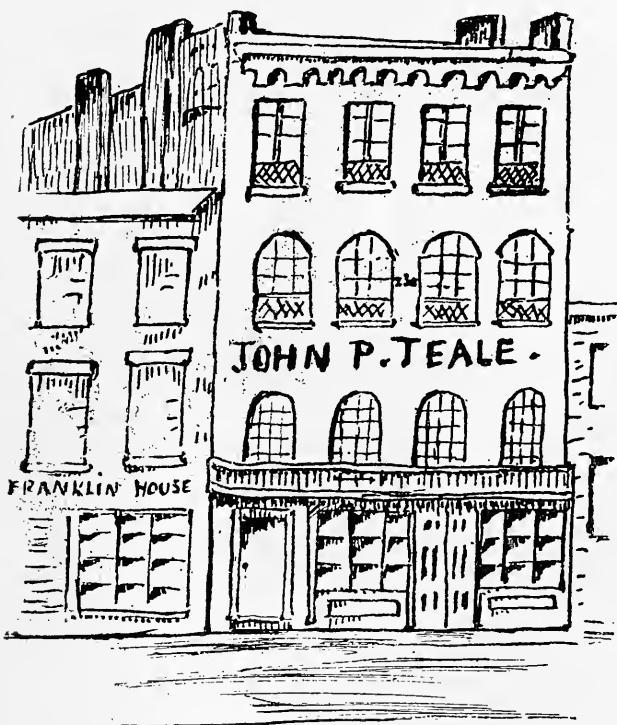


*Literary Emporium
Cor. 5th & Grand St's
1852.*

Bushwick were consolidated and incorporated as the City of Brooklyn.

In the sixties Broadway was altered; the former

Division Avenue had then been known for a few years as Broadway, but now South Seventh Street, and the part of South Sixth Street from present Bedford Avenue to Hewes Street were widened at a cost of



Phoenix Iron Works.

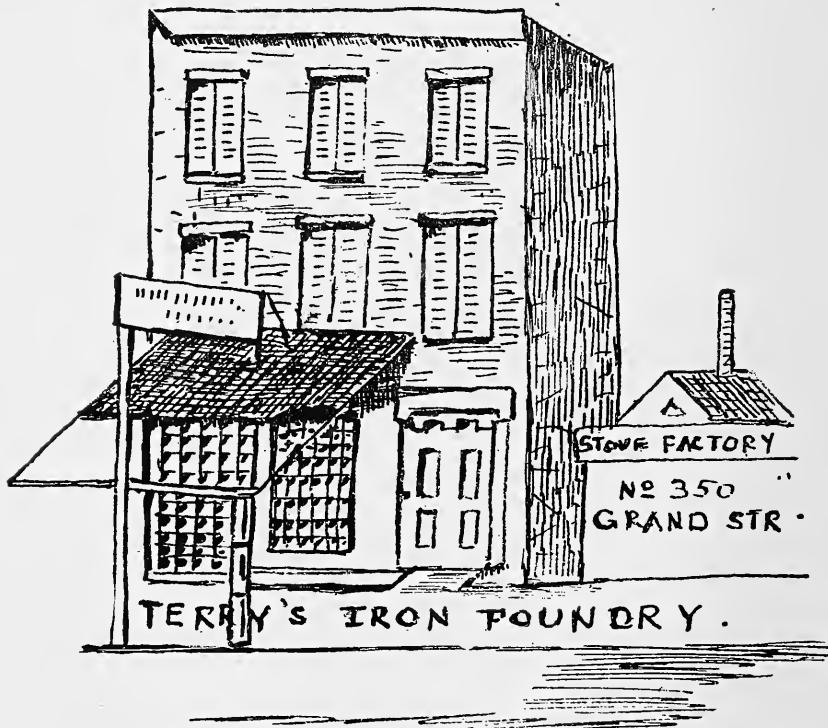
230 Grand St.

1852

\$400,000, and became parts of one continuous road, while that section of Broadway which was cut off received its old name, "Division Avenue."

The Roosevelt Street ferry now ran one of its boats to the landing place at the foot of the new main road, and Broadway became the most important street of the district.

When the stage lines and, later, horse-car lines were established their termini were at Broadway ferry. The



Terry's Iron Foundry
350 Grand St.

1852

South Side Railroad also ran a dummy line from Bushwick Depot to this point.

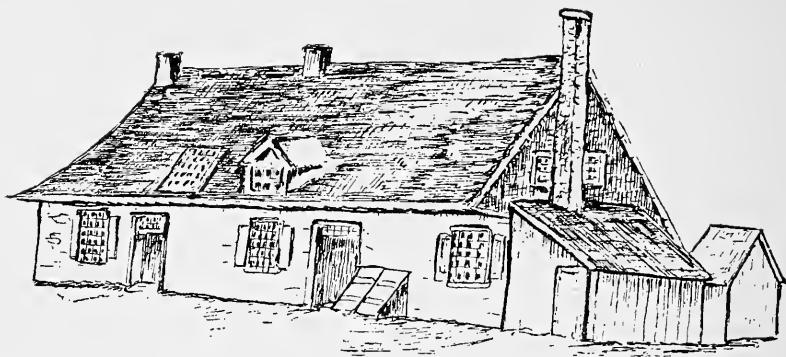
Jan, the Swede, one of the original squatters, built his house at the head of the Swede's Kil, a branch of the Noorman's Kil, near present Grand and Rodney Streets.



Miller Homestead
upon the Kijkuit Bluff
Demolished forty years ago.

The Fountain Inn was standing on Kent Avenue, near Grand Street.

The Miller homestead was located upon the Kijkuit bluff, and was demolished in 1860, when the highland was leveled.



REMSEN HOUSE
ON CLYMER STREET NEAR KENT AVENUE.

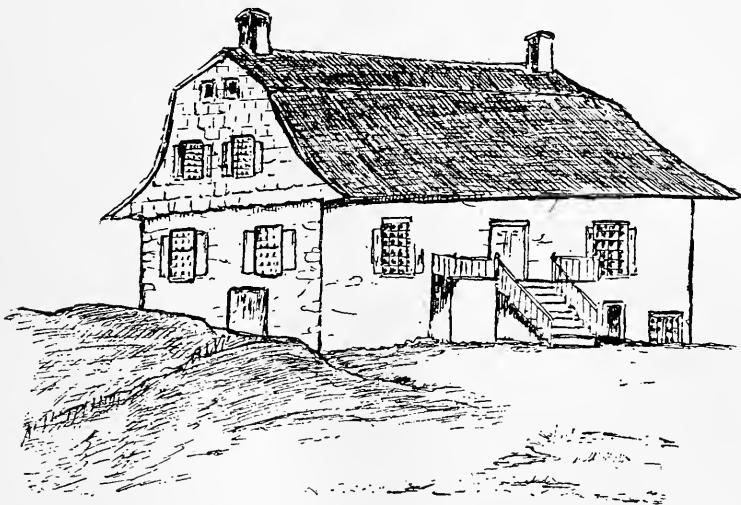


A. & H. Keomp's Brick Row
Lafayette Place 1852.

The Remsen house was standing on Clymer Street, near Kent avenue.

The Col. Francis Titus house stood on present Kent Avenue, near North Sixth Street.

The Woertman homestead was situated on Bushwick Creek and Second Street.

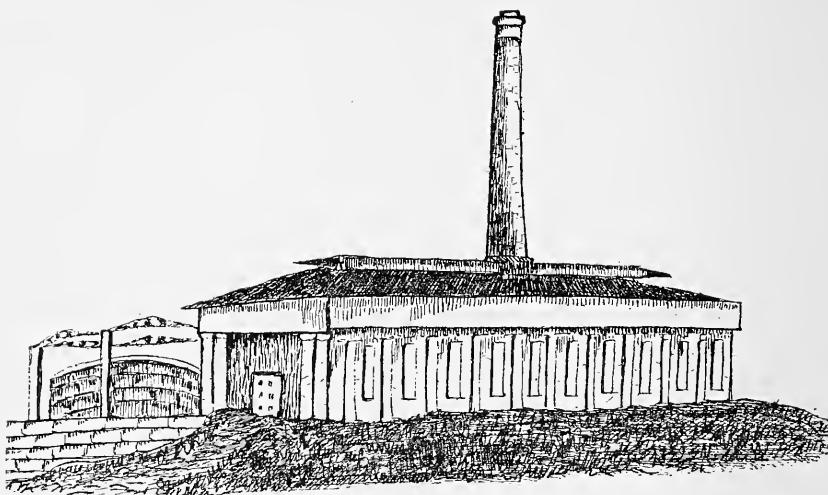


BOERUM HOUSE

ON SHORE-ROAD (KENT AVE) BETWEEN
DIVISION AVE & RUSH STREET.

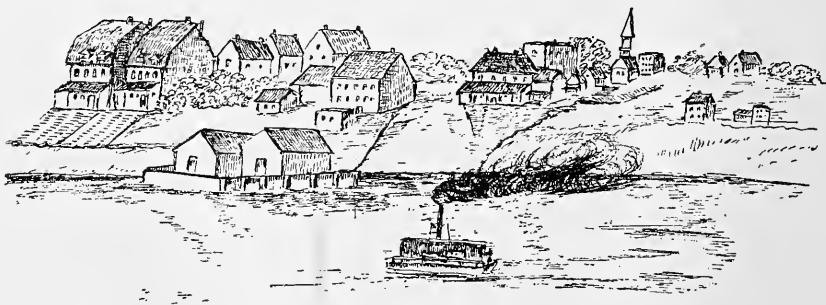
The Boerum house, on Division and Kent Avenues.

The Williamsburgh City Hall was situated on South Second Street, near Bedford Avenue, next door to the present Gas Company office. In the sixties the hall was converted into dwelling houses. During the latter days of the existence of the City of Williams-



*Williamsburgh Gas Works
Office 93. South 7th Street
1852.*

burgh a new City Hall was in use. This building is also still standing in the rear of 365 Wythe Avenue, between South Fourth and South Fifth Streets.



*Ferry Landing Grand Street Williamsburgh
1835.*

THE BUSHWICK AND RIDGEWOOD SECTIONS

The Bushwick and Ridgewood sections embrace the 27th and 28th Wards, and have a population of over 150,000, not including the large territory beyond the Queensborough line, which forms an undetachable part of the Ridgewood Section.

The 27th and 28th Wards were, until 1892, parts of the Eighteenth Ward, which had a population of 2,601 in 1855; 4,317 in 1860, and 23,986 in 1880. In 1860 there were six hundred and thirty-two dwellings within this ward, and the most densely populated part was what is now known as the Eighteenth Ward. Very little has been written on the history of these particular parts of the city. When the several histories of Brooklyn were compiled the Bushwick and Ridgewood sections were either farm lands or isolated "neighborhoods," with picnic grounds here and there, and thus never received any attention. The territory between the Cross-Roads settlement and the Green Hills or Cypress Hills, which latter formed the boundary line of the town of Bushwick, was known in the early times as the New Bushwick Lotts, and consisted of meadows and woodlands.

When Stuyvesant visited Bushwick village in 1661, he granted to the settlers a large tract of land adjoining, as pastureage for their cattle, extending from the east side of Smith's Island, southward to the hills, along the hills westward to the heights of Merck's

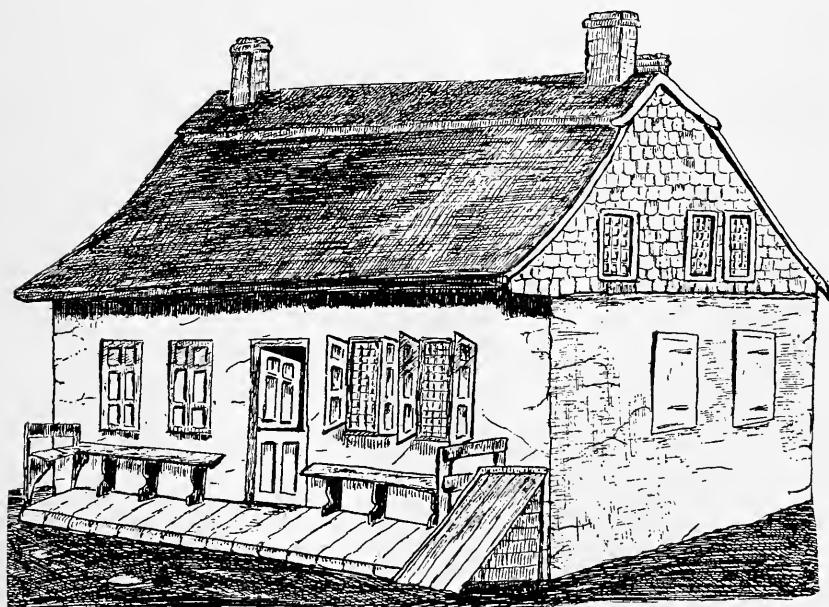
Plantation, from said heights northerly by Merck's plantation to Bushwick (village), being a four-cornered plot of land.

The compiler has no doubt that this plot of land embraced the New Bushwick lands. The line along the Newtown side is, in a general way, identical with the Queens Borough line of to-day, with the exception, that Smith's Island has since been ceded to Newtown, the hills are still in their place, the Cemetery of the Evergreens covering the part in question; Merck's plantation was at Cripplebush, and probably extended to present Broadway.

The first house erected here, of which we have any record, was the Suydam house, built about 1700, before the Bushwick Road was in existence. About this time the common lands of the town, *i. e.*, "the New Bushwick Lotts," were finally divided among the several freeholders; and one of these, at least, as far as can be judged now, was enterprising enough to settle upon his property in the forest.

In the Brooklyn Corporation Manual of 1867 it is stated that the house was erected by Leffert Lefferts about 1700, but this is evidently erroneous; more likely it was built by one Van Nuyse. Although there is no Van Nuyse recorded as living in Bushwick at that time, a William Janse Van Nuyse was residing in the town in 1715, who had been baptized in 1699, and his father may have owned the land and built the house. Leffert Pieterse married Abagail, daughter of Auke Janse Van Nuyse. One of his fourteen children was Leffert Lefferts, born in 1701.

Leffert Lefferts, the one who became identified with Bushwick, was born in 1701. In 1724 he bought from William Van Nuyse, of New Utrecht, for £438, a house, three lots and a part of a lot of the New Bushwick Lotts containing about seventy acres, also ten acres of woodland in Bushwick. On this farm he resided until his death, which occurred in 1754. In 1728 he had



SUYDAM HOUSE

added two more lots—about forty acres—for the sum of £420, purchased from his neighbor Auke Rynerse, adjoining his own land. In 1753 he bought for £239 19 sh. from Johannes Durjee and Abraham Schenck twenty-seven acres also adjoining his land.

This farm, then consisting of one hundred and

thirty-six acres of land and overlapping the Brooklyn boundary line somewhat, together with about twenty-five acres of woodland in the town of Newtown and some meadows, was sold by his son Leffert Lefferts in 1768 for £2160-10 sh. to Jacob Suydam, who settled on the former Lefferts' farm and died thereon in 1811, aged 71 years. His second son Jacob was born in 1773 and died in 1847.

The last named Jacob's son, Adrian Martense Suydam, was born at the homestead in 1826. His farm extended from Knickerbocker Avenue to Broadway and from Jefferson Avenue to Palmetto Street. In 1869 there was no house on the farm except the old homestead. Suydam wishing to transform the farm into building lots gave to a man one lot on the condition that he would at once erect and occupy a dwelling thereon, and his policy being liberal, in course of fifteen years one hundred and twenty-five residences were erected within the limits of his farm.

When the ancient homestead was torn down in the first years of the present century, it looked as if it could have weathered the storms of another century. The first story was built of stones, gathered from the surrounding fields, the walls were of an unusual thickness. The house received its light through tiny panes of glass, set in heavy sash. When Jacob Suydam bought the property in 1768 he reshelved the house. During the Revolutionary War Col. Rahl took up his quarters here. His regiment of Hessians constructed barracks on the lands of Abraham Luqueer and others nearby.

One day a captain of the regiment cut with his sword several large pieces from one of the sideposts of the doorway. As a memento of the troublous times the defacement was never repaired and the marks of the enemy's sword were visible as long as the old house remained. Its site is now occupied by the Second German Baptist Church, and is known as the corner of Evergreen Avenue and Woodbine Street.

When Bushwick became part of the City of Brooklyn in 1855 there were only a few roads in existence within the present 27th and 28th Wards, viz.: The Bushwick Road, Cooper's road leading to the Fresh Ponds of Newtown, Wyckoff Avenue, Cypress Hills Plank Road and some short streets between Broadway and Bushwick Avenue and also some around the Cross-Roads settlement; although the whole territory had been laid out in streets and the map filed with the proper authorities the year previous.

Between the Cypress Hills Plank Road and the Brooklyn and Newtown Turnpike Road—the present Flushing Avenue—were the farms of Catherine Wyckoff, Mrs. Susan Stone, Abm Vandervoort, George White and part of the Cross-Roads settlement.

Between the Newtown line and Wyckoff Avenue, Wm. Covert, Nicholas Wyckoff, Catherine Wyckoff, Peter Schoonmaker, one Clifford, John Van Nostrand, Susan A. Wyckoff and Peter Meserole.

Between Wyckoff Avenue and Bushwick Avenue, Flushing and Greene Avenues, continuation of Mrs. Susan Stone's farm, Dr. Troutman, James Harrison,

Abm Vandervoort (continuation), Abm Stockholm and Andrew Stockholm.

Between Wyckoff Avenue and Bushwick Avenue, Greene and Jefferson Avenues, Ralph Lane, the heirs of Stephen Schenck, Wm. Henry Furman, Jacob Suydam, Watson Bowron, Mrs. Stone, the Methodist Protestant or Union Cemetery, Margaret E. Duryea and Peter F. Suydam.

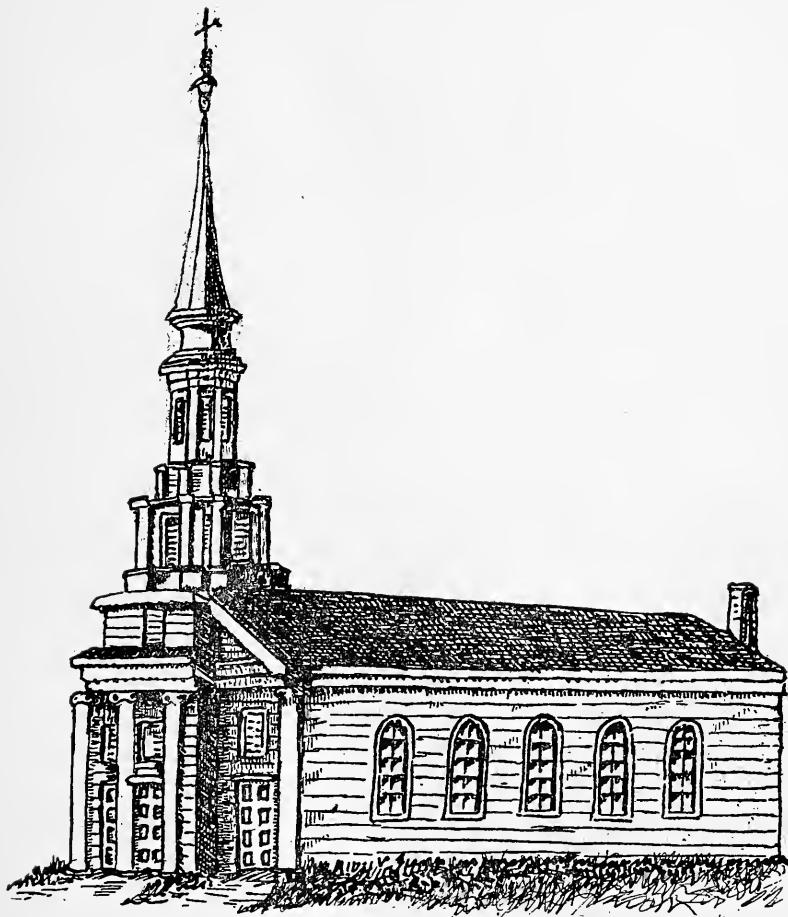
Between Jefferson Avenue and Eldert Street and from the Newtown line to Brooklyn line, Wm. Covert, Margaret E. Duryea and a small triangle of Mrs. S. Duryea's farm.

Between Eldert and Cooper Streets from the Newtown line to Broadway, Wm. Covert and Wm. Voorhees.

Between Cooper Street, the Newtown line, the New Lotts line and Broadway, John and Richard Cooper, the heirs of John Moffat, Francis Dubois, James Pillинг, Wm. Henry Furman, and John Vanderveer.

Between Bushwick Avenue and Broadway from Flushing Avenue to Jefferson Avenue the land was cut up in smaller parcels; the more important ones among them were those owned by Charles Debevoise, William Wall and Thomas Moore; also quite some streets were laid out here.

Shortly before the consolidation the section became known as Bowronville—the Bowron family owning some land here—and in 1852 a church was organized by twenty of the neighboring farmers. A small building was erected at the intersection of the two Stockholm farms, the two farmers having donated the site.



South Bushwick Church:

A larger edifice was built in 1853. It is still standing, wings having been added in 1883, and is known as the South Bushwick Reformed Church, or more popularly, as the White Church.

On the former site of the Union Cemetery the Bushwick High School is being erected.

The Ridgewood Section in Queens County had an eventful past. The town of Newtown claimed it as a part of its purchase from the Indians, but could never get a clear title. The town of Bushwick also laid claim to it, and Bushwick's chances were better, as parts of the territory were included in the town patents. Still the legal fight over the land was carried on for over a century.

One of the residents at Mespat Kills, by which name the section was known, deposed later before a court, that in the year after the arrival of the first English governor in 1664, the people of Mespat Kills had sent delegates to the assembly at Hempstead Plains, as the other towns did, their section then not being a part of Newtown.

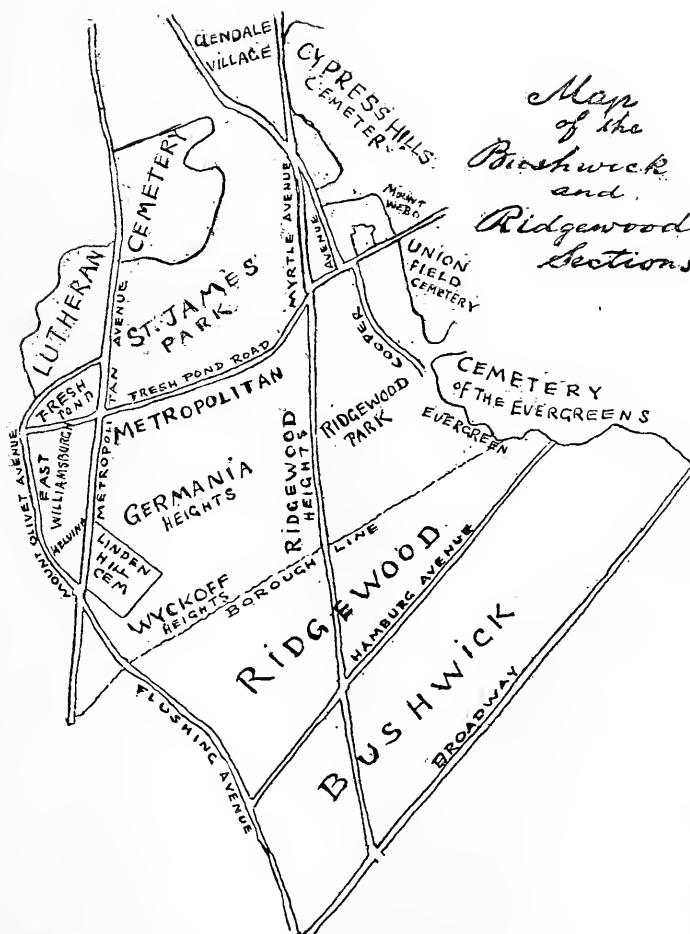
A later governor, Lord Cornbury, decided in 1708, that the twelve hundred acres of land between the towns of Bushwick and Newtown were part of neither town and belonged therefore to the government, and he granted these lands to certain of his personal friends.

After a struggle of over a century's duration the matter was settled in 1769, and the boundary line established as it is to this day.

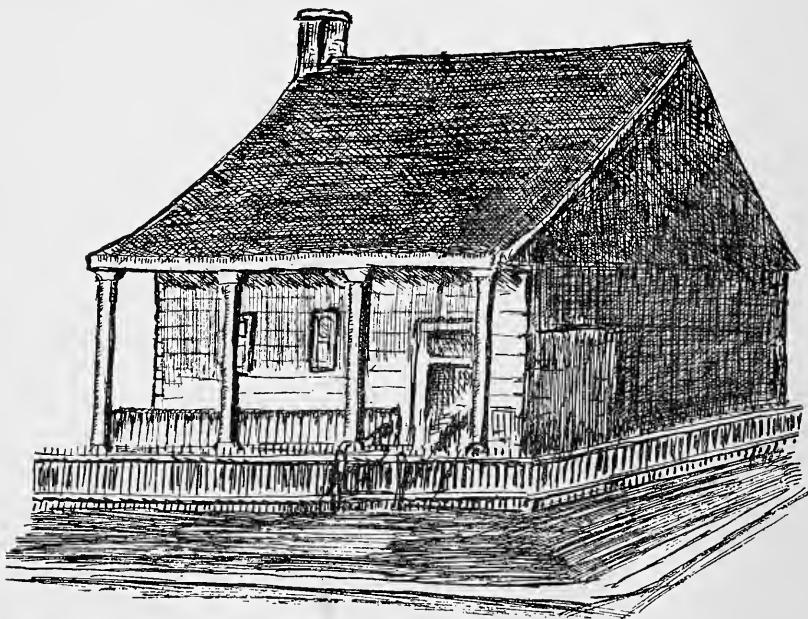
In 1853 an association was formed to found a new village, which was to be known as South Williamsburgh, and situated on the Cypress Hills Plank Road, near the northern entrance to the Cemetery of the Evergreens. There were five hundred shares for as many lots valued at \$150.00 each.

This neighborhood was the Ridgewood of forty years ago, and is now known as Evergreen.

Map
of the
Brushwick
and
Ridgewood
Sections.



There is still a remnant of the original Manhattan Beach Railroad in existence, which used to run from the foot of Quay Street in Greenpoint to the Ocean. Later on when the trains were sent out from Hunter's Point, this road was abandoned for passenger service, and what is left of it is now used for the convenience of single manufacturing enterprises along its line to the junction at Evergreen. The Pennsylvania Railroad intends to reconstruct the line for passenger service and run trains over it by way of the Pennsylvania tubes to the depot on Manhattan Island.



VAN NOSTRAND FARMHOUSE
WYCKOFF & COOPER AV^S

BEDFORD

At the intersection of the road leading from "the ferry" to Jamaica with the road to Flatbush and the Cripplebush road, which connected with Newtown, was situated the little hamlet of Bedford Corners. In 1668 a license was granted for an "inn." Two years later the people of Breukelen purchased the region around the hamlet from the Indians to enlarge their common lands.

The old house standing on the Rem Lefferts' farm was taken down about seventy years ago. The Leffert Lefferts' house was destroyed in 1877 and the Nicholas



*The last of the Lefferts houses
1224 Fulton Street
taken down 1909.*

Bloom house, purchased by Leffert Lefferts in 1791, was demolished in 1909.

CRIPPLEBUSH

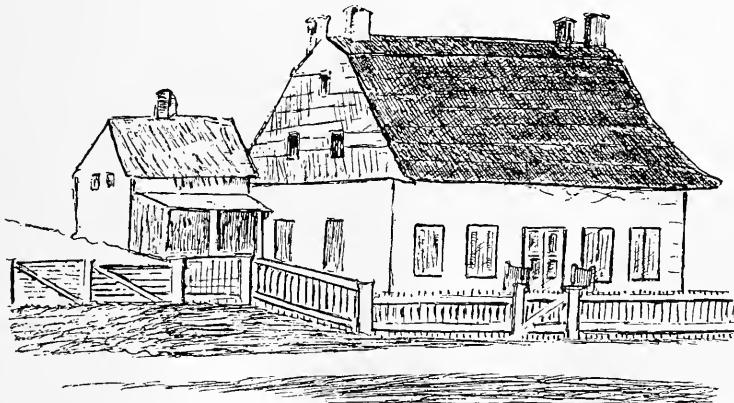
The Cripplebush patent was granted in 1654 to settlers on the Wallabout. The hamlet known as Cripplebush was situated at the intersection of the Cripplebush Road and the Wallabout and Newtown Road or about Nostrand and Flushing Avenues of to-day.

In 1830 Wallabout Village was started, including within its limits the Cripplebush settlement, and, still later, the section became known as East Brooklyn. Until a school was established here in 1775 the children of the settlement were placed in the Bedford and the Bushwick schools. The old Rappalyea house on the Cripplebush Road, Wallabout, was built by the great-grandfather of Jeremiah J. Rappelyea, who was born here in 1813. When the old house had to be torn down Jeremiah removed to the house he had built upon the upper part of his farm.

EAST NEW YORK

New Lots was originally a part of the town of Flatbush and was called by the Dutch, Oostwout; or, The New Lotts of Flatbush. The first settlement was made in 1654 by about twenty families from Holland and a few Palatinates. Six years later the portion of land previously held in common was divided and

assigned. At the same time a horsemill was erected. A patent was granted to forty of the principal inhabitants in 1677 by Governor Andros. For many years the deacons of the church of Flatbush were chosen overseers of the poor, and from 1799-1812 the school was under the direction of the church officers. After that a frame house was erected for school purposes, 20x32 feet in size, two stories high, and used until



SCHENCK HOMESTEAD ON JAMAICA AVENUE, BUILT ABOUT 1760.

about 1888. After New Lots was annexed to Brooklyn in 1886 a brick school building was erected. The old framehouse was used for other purposes and was recently removed to a new site.

During the War of 1812 a detachment of twelve hundred militia was stationed in the town, in anticipation of an attack by the British.

The Reformed Dutch Church here was organized

in 1824 with the Rev. W. Cruikshank as pastor; the edifice standing on the New Lots Road, where also some of the old-time farmhouses are located. The Eldert house on Eldert Lane and the Schenck home-stead on Jamaica Avenue are among the landmarks.

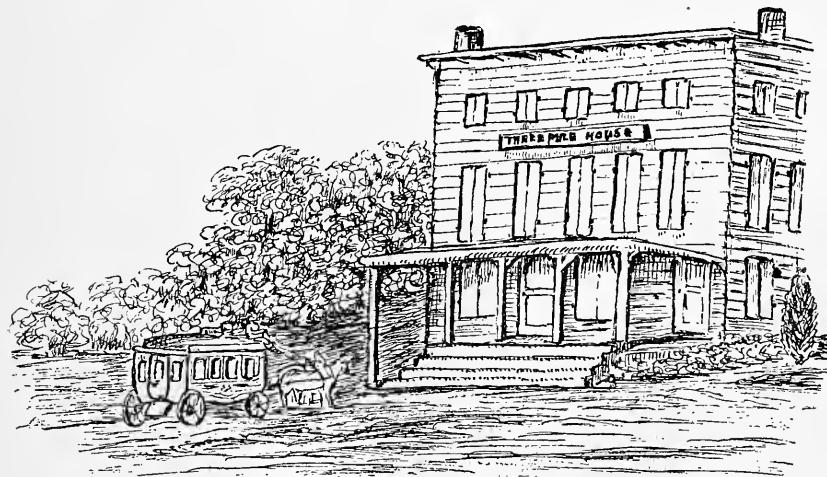
New Lots was separated from Flatbush and made a township in 1852.

East New York was laid out during the speculative days of 1835-6 as a rival to New York City. A ship-canal extending from Jamaica Bay to this place was to make it a port of entry. John R. Pitkin and his brother-in-law, Geo. W. Thrall, were the promoters of the project. They purchased three farms near the old Howard estate and laid these out in building lots. In 1860 East New York had one thousand inhabitants and supported four churches: a Reformed, a Protestant Episcopal, a German Evangelical Lutheran and a Roman Catholic. A village charter was adopted in 1871. The population in 1880 was 18,000.

In 1859 the Brooklyn City Railroad extended the Fulton Avenue horse car line from the Clove Road to East New York. At the Clove Road was the Bedford Depot; here the passengers were transferred to smaller cars—converted stage-coaches—and hauled to East New York. Prior to that, connection with the City of New York was made by Holder's stages, running from the "Three Mile House" to East New York, as well as to Brooklyn Ferry in the opposite direction. Before Holder's stages were running the only communication with New York or Brooklyn was by the Flushing stage,

passing daily through Jamaica, East New York and Bedford. This line was in existence since 1801.

Besides East New York there were within the limits of the town the old village of New Lots, the Cypress Hills settlement, formed around the Snedeker Hotel about 1833, and Brownsville. The latter settlement was founded by Charles S. Brown about 1859. He put up two rows of houses on the fields near Manhattan Cross-



HOLDER'S THREE MILE HOUSE.

ing; and this settlement became known as Brown's village, or Brownsville, and the name was later applied to a larger area.

Until consolidation in 1886 the town was divided into three school districts. The schoolhouse in the first district was erected in 1806 on the New Lots Road. The second district was established in 1847, taking in the northern end of the town. The third district was

established in the Cypress Hills section about 1850.

The first newspaper, *The Mechanic*, was established by Pitkin in 1838. *The Kings County Advertiser and Village Guardian* in 1853, and later changed into the *Kings County Journal*; *The New Lots Journal* in 1870; *Die Laterne* in 1878; *The Mirror* in 1884. *The East New York Sentinel* appeared in 1886.



HOWARD'S INN

The Police Department was formed in 1877 with a force of nine men. The Fire Department was formed in 1850 and received a charter in 1865.

The most interesting landmark in this section was Howard's Inn. The people of Newtown claimed the portion of the "New Lots of Flatbush" along the hills, near the Brooklyn, Bushwick and Jamaica lines

as part of the Middelburgh purchase from the Indians. To secure this valuable tract, they decided, in 1684, to give portions of it to any of their townsmen willing to locate upon the hills next to the Dutch. Twenty acres a piece were allotted to the first eight settlers. In this disputed tract, William Howard had made his home, on the south side of the hills, having purchased two of these "draught-lots" of Francis Way in 1699. He had, on several occasions, experienced rough treatment from his Dutch neighbors, and when he, about 1715, began to build a new house, they came over in a body and burned the frame of the structure. Not discouraged, Howard again started to build and erected the building that became famous as "Howard's Half-way House," or "the Rising Sun Tavern." In 1717 an agreement was reached that the south side of the hills should forever be accounted to be in the bounds of the town of Flatbush.

When Howard built his house, which was of the Dutch type, the King's Highway from Brooklyn ferry to Jamaica had been laid out for a decade, and he erected his house on the road, about half a mile from its intersection with the Bushwick Road.

In 1776, just prior to the Battle of Long Island, the British Army, which had lain for days at Flatbush Village, in front of the American outposts, was silently pushed out on the various lanes leading to the eastward, and at two o'clock, on the morning of August 27th, the sixteen thousand men halted on the plain at New Lots.

The British were convinced that a large force of the

Americans was secreted along the Jamaica Road, which from this point led through hills and swamps and was exceedingly narrow, and therefore known as "the pass." To outflank these and reach the plain leading to Bedford Corners, without alarming the pickets, was their object. But the guides, who had led them so far, were unable to guide them through the wooded hills, and told the British the only man that could do this was William Howard, the innkeeper, and a grandson of the original settler. When the inn was reached a guard burst open the door of the bar-room and soon brought the alarmed innkeeper before the Commander-in-Chief and his generals. Sir William Howe, Lord Percy, Marquis Cornwallis and Sir Henry Clinton were the early morning guests. They demanded that Howard should lead a detachment through the Rockaway Path, over the hills to the right through the woods, on pain of being shot through the head. Thus compelled, William Howard led them over the path; his little son, the later Major William Howard, was taken along. From the top of the hills they descended at the junction of the Fresh Pond Road and Bushwick Lane—present Moffatt Street and Central Avenue—through a valley to a point near the present Halsey Street car barns. From here they marched through the fields to a big tree, which stood at a turn in the Brooklyn and Jamaica Road, two or three hundred yards north of the later "Symons' Four Mile House," near the present corner of Reid Avenue and McDonnough Street. Here Howard and his son were released. The vanguard had completely flanked the

position in the hills supposed to be guarded by the Americans, coming upon the road more than a mile below "the pass," which, they had been certain, was occupied by the enemy; yet the pass had been absolutely unguarded. The main body was notified and marched along the King's Highway.

In later years, when the little boy of this narrative was known as Major William Howard, his daughter married Philip Reid. Reid built a row of houses on Fulton Street and Broadway more than fifty years ago. This place was at that time the garden spot of East New York, facing the Green Hills, now fully covered by the Cemetery of the Evergreens. To the left was the Spencer orchard. From the back of the houses could be had a view of the Lawrence Mansion, and nearby was the Augustus Ivins house.

The Howard estate, comprising then about four acres of land and the historic tavern, was sold in 1867 at auction for \$21,000 to Henry R. Pierson, the President of the Brooklyn City Railroad Company; and the B. R. T. system has an extensive car depot and shops here to-day. The houses erected by Reid, for years known as "Italian Row," having fallen into decay, were torn down in 1909.

BEYOND THE NEWTOWN CREEK

In the olden times the lands on both sides of Newtown Creek were most intimately connected. County lines were unknown, the creeks were dividing lines between the several plantations, for the reason that

lands near a creek were taken up in preference to others, and the creeks were used in place of roads to transport the produce of the farms to the river, and thus it was made possible to reach the fort on Manhattan Island.

The territory along the Newtown Creek, as far as "Old Calvary Cemetery" and along the East River to a point about where the river is now crossed by the Queensboro bridge and following the line of the bridge past the plaza, was known as Dutch Kills. On the other side of Old Calvary was a settlement of men from New England and, therefore, named English Kills. The Dutch Kills and the English Kills, as well as the rest of the out-plantations along the East River, were settlements politically independent of each other and subject only to the Director-General and Council at Manhattan Island, but became some time later parts of the town of Newtown.

From Hans Hansen's plantation down along the Newtown Creek to the Kanapaukah Creek, which was later known as the Dutch Kills Creek, was the plantation of Richard Brutnell, a native of England; beyond the Kanapaukah was the plantation of Tymen Jansen, of Holland; to the north of it was the land of Burger Jorissen, a native of Silesia, who came to the Manor of Rensselaerwyck in 1637, being a smith by trade. After a residence there of about five years he purchased a vessel and became a trader on the Hudson, and eventually settled upon a plantation on the Dutch Kills, which he had bought in 1642, and rented it out. After settling on his farm he erected a tidemill, on a creek

that was named after him, Burger's Kill, and is now known as Jack's Creek. He died here in 1671. These men were the pioneers of the Dutch Kills.

Thomas Wandell lived at Mespat Kills in 1648. Brutnell's plantation had become the property of William Herrick. Wandell married Herrick's widow, and purchased the plantation in 1659. He added to it fifty acres, patented to Richard Colfax in 1652. He resided on the farm until his death in 1691, and was buried on the hill later occupied by the Alsop family burial place. This land came into the possession of his nephew, Richard Alsop, and was known as the Alsop farm until Calvary Cemetery was opened, the older part of which covers a great portion of the farm.

The plantation of Burger Jorissen came with other lands into the possession of Bourgon Broucard, or Bragaw, who had come to the county in 1675 from the Palatinate on the Rhine, settling in the Cripplebush of Bushwick, where he bought in 1684 the farm later owned by Folkert Rapelye. Four years later he sold this property and removed to Staten Island and then to Dutch Kills. Here he purchased, from 1690 to '93, a large estate, which he sold again in 1702 to William Post. His son, Isaac, repurchased this plantation in 1713 and added to it. Isaac died in 1757. John, his son, died in 1782 on that part of the farm later owned by William Gosman. Another son, Andrew, retained the homestead farm at the Dutch Kills, and died thereon in 1828. In 1831 the farm came into the possession of William and Abraham Payntar. The old farm-house built by Isaac Bragaw, probably shortly

before his death in 1757, still remains near the bridge plaza on Jackson Avenue, opposite Skillman Avenue; but its days are numbered, for a large sign announces that the ground upon which it stands is for sale. The old house has seen many changes. When it was built the land around was tilled by prosperous farmers, the grist-mill on the Bragaw farm was of great advantage



Payntar House

*Jackson Avenue opposite Skillman Avenue
Long Island City.*

to them. To church they went to Newtown village; the schoolhouse was near the river shore. Nearby was the dock whence they sent their produce in boats to the fly-market in New York City. By wagon they went to Brooklyn ferry, and later to Bushwick ferry also, and thence across to the city. Now all that is left of the old-time farms is the old mansion. On its one side are passing the trolley cars, after leaving the

bridge, and on the other side are the Long Island Railroad yards. The nearby creeks have been filled in and the hills have been leveled. The old house is now standing below the grade of the street, and the day is quickly approaching when it will sink into its grave and be but a memory.

BUSHWICK CHURCH

At the beginning of Bushwick Avenue is standing a plain, frame church building. It is Old Bushwick Reformed Church. A few years ago a row of tenement houses was erected on the rear part of the triangular plot, formerly occupied by the church and graveyard exclusively; and now a board fence surrounds the edifice and what is left of the grounds. On the one side of the structure is Old Woodpoint Road, a remnant of the old town road. The church building and the road with a few little old-fashioned frame houses on the opposite side is all that remains of old Bushwick village, laid out 252 years ago, under the personal supervision of the highest official of the Colony. When and where was the first Bushwick church erected? In most of the books referring to the ecclesiastical history of the town are found these stereotyped remarks: "There seems to have been a church edifice in existence in this town prior to 1720, but evidence is lacking. Part of the communion service bears date of 1708, and there is also a receipt for a church bell dated 1711."

It is known that the minister of New Amsterdam

at first, and later the one at Midwout, and still later the colleagues settled there, supplied the several Dutch churches of Kings County. In the call extended to the Rev. Bernardus Freeman in 1702 the Boswijck church was included for the first time with the others. According to this there was then a church in existence in this town. In "A Manual of the Reformed Protestant Dutch Church in America," published in 1859, and giving the names and length of service of the respective ministers, are the following remarks:

"Bushwyck, see Boght and Midwout."

Under Midwout it is noted:

"This name also included sometimes the churches of Brooklyn, Flatlands, Bushwick and Gravesend."

And under Boght:

"Church organized 16—.

John Bassett, D.D.

1805-1814. Boght (Bushwick) and Gravesend.

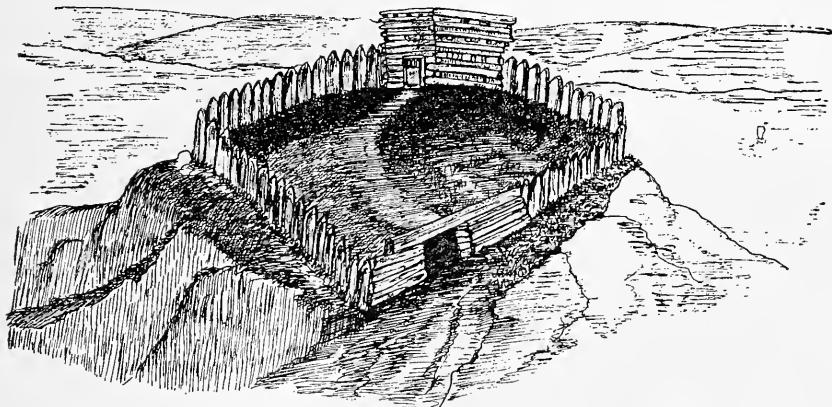
1814-1824. Bushwick.

Stephen H. Meeker.

1824—. Bushwick."

The compiler has come to the conclusion that the blockhouse erected in 1660 by the residents of the Waaleboght, at the Lookout or Kijkuit—on the site later occupied by the Miller homestead, near the lower part of South Fourth Street—was used as a place of refuge in case of attacks by the Indians, and also as a place of public worship by the farmers near the river shore, as well as by the inhabitants of Boswijck village, until a church edifice was erected about 1720 within the village; and for this reason the church is recorded

in the manual under the name of Boght—from Waale-boght—until 1814, when the Rev. John Bassett took charge of the church at Bushwick village, as resident minister. The church records were started under the heading, “Boght,” and were kept in this way, even after the church edifice had been erected in the village proper, and only when the collegiate system had terminated, and even the communion between Bushwick and Gravesend under Dr. Bassett’s ministration



BLOCKHOUSE erected 1660 upon the KITKUIT-BLUFF
SKETCHED AFTER OLD DESCRIPTIONS

had come to an end, “Bushwick Church” was entered upon the records, and the old name, “Boght,” dropped. Other matter to be considered in this connection is as follows: Sometime during the eighteenth century another “Boght” Church had come into existence in the neighborhood of Albany, and this fact may have had some bearing on the change of name. The blockhouse was the only public building in the town, and the bell, for which there is a receipt dated 1711, may

have been installed in that rude structure to call the farmers together in case of alarm, as well as to divine service, while prior to that a small cannon served the purpose. The village was founded by Frenchmen, who, to attend divine service, went over to the fort, within whose walls, occasionally, services were held in their native tongue. There were also sermons preached in French in the several settlements, in farmhouses, from time to time by the Dutch ministers of New Amsterdam. Along the river front were a majority of Dutch settlers located, and it is therefore likely that the services of the Dutch Church were held in this neighborhood.

Invariably the graveyard surrounded the church edifice in the early Dutch settlements, but in Bushwick village the graveyard was laid out without having a church building; this seems to strengthen the theory that the blockhouse was used for public worship, and, being located upon an elevated point and distant from the village, it was natural enough that the inhabitants of the village had their burial place within the village limits. The old roads of the town were the Woodpoint Road and the Kijkuit Lane. The Woodpoint Road led to the Town dock, and had two branches: one toward the landing on Noorman's Kill, and the other to the mill. The Kijkuit Lane ran from the village following the line of present Metropolitan Avenue to Keap Street; near Union Avenue, meandering along, it struck Rodney Street; Keap Street again, it struck Broadway, approaching this line toward the shore until it reached the Kijkuit, and then ran along



BUSHWICK CHURCH & TOWN HOUSE

A CENTURY AGO

THE VIEW OF THE CHURCH IS TAKEN FROM LONG ISLAND
MISCELLANIES & THE VIEW OF THE TOWN-HOUSE FROM THE
BROOKLYN MANUAL OF 1868.

to the Noorman's Kil. The one branch of the Wood-point Road came to the landing on this Kil, and connection with Kijkuit Lane could be made by boats, and thus the blockhouse could also be reached from the Greenpoint side. The roads led to the most important points; the one to the Town dock, whence the crops of the farms were sent to the fort, and the other to the place where church services were held.

The church erected in the village about 1720 was a frame structure with a very steep roof terminating in an open belfry; the whole resembling a haystack, similar to the Dutch church buildings at Jamaica and New Utrecht. The worshippers furnished themselves with chairs until 1795, when a gallery was erected and the ground floor provided with benches.

The shore along the river had in course of many years become dotted with comfortable farmhouses, and the little church at "Bushwick Green" had accommodated all those residing along the shore.

Around the Bushwick ferry a more compact settlement had formed, and in 1827 the village of Williamsburgh was incorporated. In the following year the Bushwick Church laid here the cornerstone for a chapel, which was dedicated in 1829. As soon as the chapel was under way the congregation at Bushwick village resolved to erect a new house of worship in their own village, and took down the old "Beehive," as the church was named from its peculiar shape, and dedicated this new edifice two months after the Williamsburgh chapel had been opened. The bell, that had been taken from the old edifice and is said to bear

the date of 1705 and to have been imported from Holland, was installed in the new church, and is there at this day.

Furman says in his "Antiquities of Long Island": "Many of the Dutch churches on Long Island were of a curious style of architecture—either circular, six-square or eight-square, with high roofs and a belfry or cupola springing from the top of the roof with a small bell in it. The Bushwick Church was six-square, and was taken down in 1827. A few months previous to its destruction a lady of our acquaintance, who had a fine taste for sketching, at our request made a drawing of this antique church, which we now possess and prize highly as an accurate representation of these curious old churches, which have now all disappeared from our island before the march of modern improvement." He also says: "The oldest tombstone at present in the Bushwick burying ground is one erected in memory of Cornelius Bogart, and bears the date of 1769. There are inscriptions in Dutch on tombstones in this burial place bearing date as late as 1780."

Tradition has it, that after the Battle of Long Island, a detachment of the American Army passing through the town, left their wounded and sick at the church, to be cared for by the Dutch farmers. Lord Howe, after finding that the Bushwick folks had given sympathy to the revolutionists, ordered the rebel church to be closed up, and it remained that way until the close of the war.

The church erected in 1829 was built on the old site, fronting same way as the old church did and sur-

rounded by the churchyard which had begun to be used fifteen years before. The ancient graveyard of the settlement was a short distance from the church. Since 1814 most interments had been made in the new churchyard. In 1879 such remains as were left in the old burial ground were removed, estimated to be about



Bushwick Dutch Reformed
Church.

1850.

two hundred and fifty, and the bones were collected in seven casket boxes, and these were deposited under Bushwick Church. Tombstones with inscriptions of the early days of the Dutch settlements are rarely found, as there were no sculptors among these settlers. A few stones bearing dates as far back as 1771 were decipherable, and were removed to the new burial place.

When the territory of the village of Williamsburgh was extended in 1835, it was provided that "a piece of land occupied by the Dutch Reformed Church for public worship and a burying ground known by the name of Bushwick Church shall be excepted and excluded from the said village of Williamsburgh, and the same shall continue to form a part of said town of Bushwick."

The foregoing lines contain the story of the old church. Little fragments, gathered here and there, have been carefully put together, until we can follow its career from the very beginning of civilization on this island. The best men in the community during many generations have given their services to it, and though the sturdy Dutch farmers have long been laid to rest, the historic value of the structure still remains.

The following article appeared in the *Brooklyn Times*, September 11th, 1909:

WANTS CITY TO SAVE OLD DUTCH LANDMARK

**EUGENE ARMBRUSTER PLEADS FOR
BUSHWICK REFORMED CHURCH**

"Only Connecting Link in the Eastern District Between the Dim Past and the Present," He Says—Edifice Stands in the Path of Bushwick Avenue Extension

An eloquent plea for the preservation by the city of the Old Bushwick Reformed Church, at Conselyea and Humboldt Streets, which stands in the path of the proposed extension of Bushwick avenue, is made by Eugene Armbruster, of 263 Eldert street, in a letter to the editor of the *Brooklyn Times*, in connection with an article which appeared on this page on September 4, relative to old Bushwick's Town Hall.

Mr. Armbruster, who is an authority on matters pertaining to the history of Brooklyn, calls attention to the fact that this old church building is "the only connecting link in the Eastern District between the dim past and the present." "Other cities carefully guard old landmarks and try to preserve them for the benefit of later generations," he says, and asks: "Why not spare this venerable structure and extend Bushwick Avenue through Woodpoint Road in a trifling curve around the church?"

The preservation of the old church should be a matter of pride with the people of the Bushwick section, for it is about the only landmark of the old village of Bushwick that is still in existence. Furthermore, it is, in a way, a public building, for under the Dutch regime the church was as much a municipal institution as the Town Hall or School.

Mr. Armbruster's letter, which throws some valuable light on the formation and history of old Bushwick, follows:

To the Editor of the *Brooklyn Times*:

Sir: Referring to your article in Saturday's *Times* about the Old Bushwick Town Hall, in which you invite your readers to give some information about the old building, I take the liberty to ask you for some space in your valued paper for the purpose.

The Dutch Governor, William Kieft, secured for the West India

Company in 1638 from the Canarsee Indians, who claimed the whole of Kings County, Newtown and part of Jamaica, all the territory of the later town of Bushwick, lying between Wallabout Bay, Newtown Creek, the swamps of Newtown and the later dividing line from Brooklyn; that is Division Avenue and Broadway of to-day.

In 1660 Gov. Stuyvesant advised the scattered farmers in the territory to concentrate themselves "as we have war with the Indians, who have slain several of our Netherland people," and that they could not expect any assistance from New Amsterdam. So they built a blockhouse on the "Lookout," near the foot of South Fourth street, where later on the Meserole homestead stood, upon a bluff on the river shore. There they were to take refuge in case of an attack from hostile Indians.

At about the same time some Frenchmen and others requested of Stuyvesant a grant of land; he went over to the territory mentioned, and selected a spot between Newtown and Bushwick Creeks, where he directed them to lay out a village, intending this to be a bulwark against the Englishmen, who had settled at the English Kills of Newtown. The following year he visited the place again and requested to give it a name. He gave the place the name of Boswijck, that translated means "heavy woods," because the region was covered with forest. This name has since been corrupted into Bushwick.

The village was enclosed by a stockade of sharpened logs for protection against attacks from Indians. In the beginning of the eighteenth century, the Reformed Dutch Church was erected on the identical spot where its successor stands to-day, and across the Woodpoint road the Town Hall was built. In 1829 the old church edifice was taken down and the new one built. The Town Hall, of which we have a picture in the Common Council Manual of 1868, was later on rented out as a hotel to help pay the town's expenses, but ultimately the electors of the town grew tired of keeping a hotel and sold the old Town House to a Yankee.

Williamsburgh came into existence at the beginning of the last century, and was in 1827 incorporated as a village, embracing all that part of the Town of Bushwick up to Union avenue and from

Division avenue to Bushwick Creek. In 1835 the boundary line was extended to Bushwick avenue, that is from Bushwick Creek to Broadway and Flushing avenue, but the church and cemetery were excluded and to remain a part of the Town of Bushwick.

In 1840, Williamsburgh was cut off from the Town of Bushwick and the Town of Williamsburgh came into existence. In 1851, the City of Williamsburgh was created. Bushwick then consisted of that part of Brooklyn known to-day as Bushwick and Ridgewood (in Kings County), Greenpoint, and the old village laid out by Peter Stuyvesant. From this it will be seen that the upper Bushwick section has a perfect right to be called by the old town name.

When the village around Bushwick Church was in its best days, the upper Bushwick was woodland, called the new Bushwick lands, and each freeholder of the town owned a parcel of the land to cut fuel, etc. The road leading into this section was the new Bushwick lane, now Evergreen Avenue. When the White Church was erected it was named the South Bushwick Reformed Dutch Church, so the section may have been known as South Bushwick.

The term Eastern District was given in 1855, when Williamsburgh and Bushwick were consolidated with Brooklyn to the territory of the original Town of Bushwick (including Williamsburgh), and the Nineteenth Ward, then a part of the City of Brooklyn, was included. Since that time the Bedford and Stuyvesant sections have been built up and by common use included in the Eastern District as far as about Bedford Avenue and Atlantic towards New Lots. Officially the denominations Eastern and Western District have been extinguished after an existence of scarcely one year, excepting in case of the Fire Department and Post Office arrangements.

Let me say in this connection a few words in regard to the Old Bushwick Reformed Dutch Church. There have been of late many propositions made to extend Bushwick Avenue beyond this old church, and the edifice has been a stumbling block in the way of progress. But we should remember that this church building is the only connecting link in the Eastern District between the dim past and the present. Other cities carefully guard old landmarks, and try to preserve them for the benefit of later generations. Why

not spare this venerable structure and extend Bushwick Avenue through Woodpoint Road in a trifling curve around the church?

This is the only landmark of the original town of Bushwick still in existence, that is of public buildings, for under the Dutch regime the church was as much a municipal institution as the Town House or school.

It would be of some value to be able to point out to other parts of the greater city, a building standing in the centre of a plot of land, where two and a half centuries ago, sixteen acres of forest land were cleared for a settlement which has in course of time developed into what is known to-day as the Eastern District of Brooklyn, a section inhabited by over 600,000 people. If such a section would make a reasonable demand of the city's government, it would undoubtedly get full consideration.

Yours very truly,

EUGENE ARMBRUSTER.

263 Eldert Street.

THE ORIGINAL ECCLESIASTICAL ORGANIZATIONS

At Bushwick Green the Reformed Dutch Church was organized in 1654. Edifice erected 1720; new building erected 1829. At Bushwick Cross-Roads the Methodist Episcopal Church was organized in 1840. At Bowronville the Second or South Bushwick Reformed Dutch Church was organized in 1852. At Greenpoint the Ascension Protestant Episcopal Church was organized in 1846. Edifice erected on Kent Street, between Franklin Street and Manhattan Avenue in 1853. The First Baptist Church of Greenpoint was organized in 1847. A small edifice was erected in 1849. The Greenpoint Dutch Reformed Church was organized in 1848. Edifice built on Java and Franklin



*Dutch Reformed Church
of Williamsburgh
enlarged in 1848.*

Streets in 1850. At East Brooklyn the Wallabout Presbyterian Church was organized in 1842. The East Brooklyn Baptist Church was organized in 1847. The East Reformed Church was organized in 1853. At North Brooklyn the Reformed Dutch Church of North Brooklyn was organized in 1854. The Christ Church of North Brooklyn was organized in Williamsburgh in 1846, and removed later to this section. At

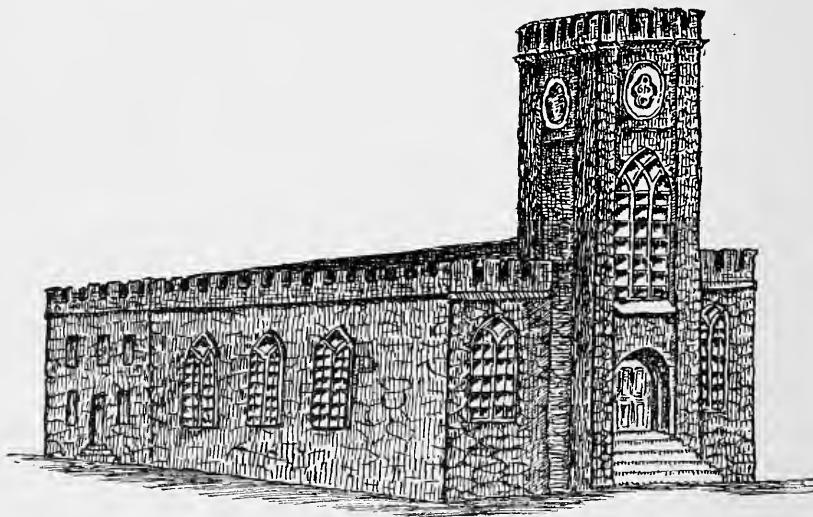
New Brooklyn the German Reformed Dutch Church of New Brooklyn was organized in 1852. St. Benedict's Roman Catholic Church was established in 1854.

At Williamsburgh a little frame chapel was erected by the Methodists in 1808. It was standing in a corn-field on Bushwick Street. The Society had been started in 1806. In 1838 the church was organized as South Second Street Methodist Episcopal Church, and was then located on South Second Street. The little chapel found itself soon standing on the turnpike road to Jamaica. It was destroyed by fire in 1845, having been used in its later years by different organizations. The Second and Third Methodist Episcopal Churches and the North Fifth Street Methodist Episcopal Church were among the earliest organizations. In 1828 a chapel was built on present Bedford Avenue and South Second Street by the Reformed Dutch Church of Bushwick village. The site of the chapel had been donated by men who turned the neighboring farms into building lots. It was built on a rough farmer's lane, uneven with boulders and stumps of trees. The built-up part of the village was then confined to the parts of Grand Street and Metropolitan Avenue close to the shore. For years members of all denominations of the Protestant faith worshipped here together, excepting the Methodist Episcopalian.

In 1832 the Methodist Protestant Church was organized by former members of the Methodist Episcopal Church. A small edifice was erected on Grand Street and present Bedford Avenue. The Zion African Methodist Episcopal Church was organized in 1832,

worshipping on North Fourth Street, between present Berry Street and Bedford Avenue. Other African Methodist Episcopal Churches were the Asbury and Bethel Churches.

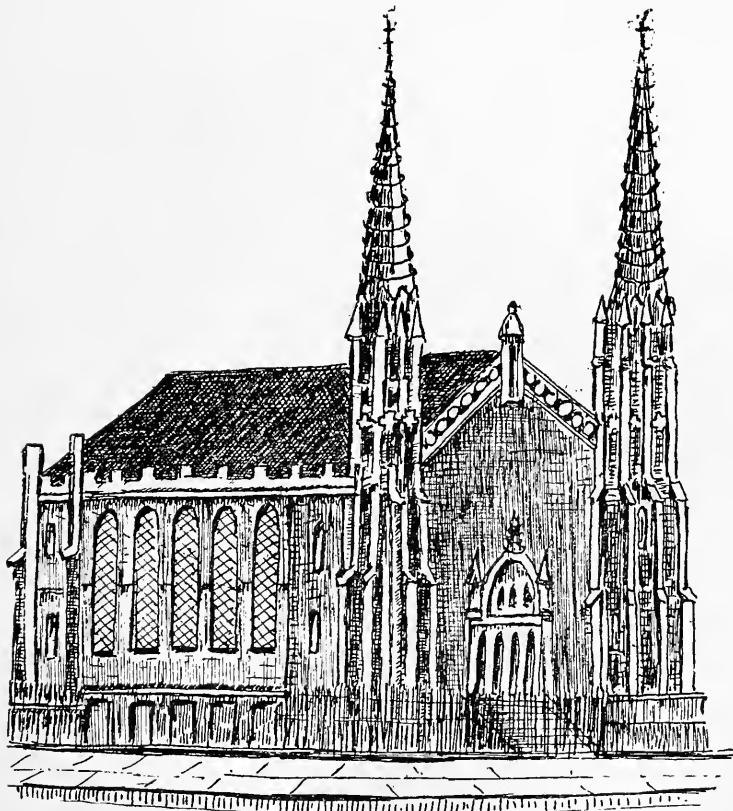
St. Mark's Protestant Episcopal Church was organized in 1837, and a little brick chapel was erected in the following year. Christ Church was organized in 1846; St. Paul's, 1848; Calvary, 1849, and St. James



St. Mark's Church.

(colored), 1846. In 1839 Williamsburgh Bethel Independent Baptist Church was organized. It became the First Baptist Church of Williamsburgh in 1846. In 1843 a frame building was erected on present Driggs Avenue, near South First Street. St. Mary's Roman Catholic Church was erected on North Eighth Street and present Kent Avenue in 1840. It was a little

frame structure, surrounded by a graveyard. The few earlier Catholic settlers attended services at St. Mary's in New York City, originally on Sheriff Street, and later on Grand and Ridge Streets. A priest from New York City had attempted to hold services in the village as early as 1837, but being unable to collect



First Baptist church
of Williamsburgh
1852.

sufficient money to give him support and meet current expenses, he withdrew from the place. Sts. Peter's and Paul's Church was established in 1847. Holy Trinity Church for German Catholics was established in 1841, and an edifice erected on Montrose Avenue and present Manhattan Avenue. The First Presby-



*Presbyterian Church of Williamsburgh
South Third Street
in 1846.*

terian Church was organized in 1842, and a building erected on South Second and present Roebling Streets. The First Congregational Church of Williamsburgh was organized in 1843 by former members of the First Presbyterian Church. An edifice was erected in the same year on South Third Street and present Hewes Street. St. Johannes' German Evangelical Church was organized in 1843. A building was erected on Graham Avenue and present Ten Eyck Street. The Presbyterian Church of Williamsburgh (Old School) was organized in 1844 by another number of former members of the First Presbyterian Church. The brick building on South Third Street, and present Driggs Avenue, and still in use, was dedicated in 1846. The organization is now known as South Third Street Presbyterian Church. The First Universalist Church and Society was organized in 1845. A brick edifice was erected on present Bedford Avenue and South Third Street in 1847, which, after having been occupied by various organizations, was razed in 1909. The Reformed Scotch Presbyterian Church was organized in 1850, and was located on North Fifth and present Rodney Streets. The New England Church and Society was organized in 1851. The Jewish Congregation Temple Beth Elohim was organized in 1851, and purchased a building on the corner of South First Street and present Marcy Avenue in 1860.

BURYING GROUNDS

The burial ground of the early settlers of Boswijck village was situated on the Woodpoint Road; being a

square plot of land at the intersection of Kingsland Avenue, Withers and Parker Streets. In 1879 the grounds were abandoned, and the remains were re-interred under Bushwick Church. A new graveyard had been established in 1814 around the old church edifice on plot bounded by present Humboldt Street and Old Woodpoint Road, Conselyea St. and Skillman Avenue. The new church building was erected fifteen years later on the old site in the churchyard. Private family burial places were on some of the farms. On



THE DEVOE HOUSES & PART OF ANCIENT
GRAVE-YARD ON THE WOODPOINT ROAD

the Alsop farm, on the Queens County shore of the Newtown Creek, was the grave of Thomas Wandell, the former owner of the farm, who died in 1691. A large part of the farm became the site of Calvary Cemetery, but the Alsop family burial ground, by a reservation to the family, still remains Protestant ground. The burial place on the Provoost farm was on India and Oakland Streets. The Schenck family burial place is on the Wyckoff farm, near the former site of

the Schenck mill. The burial place on the Leffert Lefferts farm at Bedford Corners was near the present Bedford Avenue and Halsey Street. A Roman Catholic cemetery surrounded St. Mary's Church, which was erected in 1840 on North Eighth Street and present Kent Avenue. Sixty years ago there were several cemeteries in the Eastern District, which were later abandoned and their contents removed and re-interred in Cypress Hills Cemetery, some time after the latter had been incorporated in 1848 and opened for burial purposes in the following year. There was a cemetery near Newtown Creek in the vicinity of Orient Avenue. In August, 1910, while grading streets, workmen dug up several skulls and a number of bones at Morgan and Orient Avenues. The Methodist Cemetery was located on the block between Powers and Devoe Streets, taking in part of the next block, and between Union Avenue and Lorimer Street. Its contents were removed to Cypress Hills about 1856. The Cemetery of the Cannon Street Baptist Church of New York City was located between Old Woodpoint Road, Humboldt, Withers and Frost Streets. The congregation was permitted by several acts of the Legislature of 1864 to remove the remains to other cemeteries. The Union Cemetery of more than sixty years ago was bounded by Maujer, Stagg, Leonard and Lorimer Streets. A new Union Cemetery was opened in 1851 on ground bounded by Knickerbocker and Irving Avenues, Palmetto Street and present Putnam Avenue. It was some ten acres in extent. The cemetery was the property of the Grand

Street First Protestant Methodist Church. In 1897 the grounds were sold, and the remains removed to Cedar Grove. The Cemetery of the Evergreens was incorporated in 1849, and opened in 1851, located upon the Green Hills or Cypress Hills. It contained originally 112 acres, of which a small part was in Queens County. It has since been increased to 270 acres. The Most Holy Trinity Cemetery was later laid out by the Roman Catholic Church of the same name on Montrose Avenue, on land between the Cemetery of the Evergreens, along Cemetery Lane and the tracks of the New York and Manhattan Beach Railroad, the Old Bushwick Road and the Queens County line, taking in besides a tract of land beyond the county line, and covering in all twenty-five acres.

THE EARLY DAYS OF THE EASTERN DISTRICT SCHOOLS

BUSHWICK SCHOOLS

The Bushwick School was established in 1662, two years after the village had been laid out. There were not many children within the limits of the entire township. Two years later the English rule succeeded the Dutch in the Colony, and the Free-School system was abolished, and the schools depended on the support of their patrons for a century and a half. The school was started in the centre of the village and continues to this day as Public School No. 23. The first schoolmaster was the town clerk, who received for the clerk-

ship the value of four hundred guilders in Indian wampum, and for his services as teacher he received house rent and firewood. As town clerk he had to attend to the castigating of public offenders. The whipping-post stood in front of the little schoolhouse. Across the lane leading to the Woodpoint Road was the Town House, and near the school was later erected the church. The schoolhouse was in a deplorable condition when Martin Kalbfleisch settled in Greenpoint in 1842, but there was no schoolhouse at all in that section of the town, so he applied for permission to make use of the old structure near the church, repaired it, and obtained the services of a teacher.

In all the other schools included in this sketch the Dutch language was used until about 1758. From then on to the termination of the collegiate system of the Dutch churches in 1800, Dutch and English were taught. After that the English language was used exclusively, yet in the school at Bushwick Green the Dutch tongue was continued, and the sermons in the church were preached in the same language until the old church edifice was razed in 1829. When the town became part of Brooklyn in 1855, the school, which had then been known for many years as Bushwick District School No. 1, became Public School No. 23 of the City of Brooklyn.

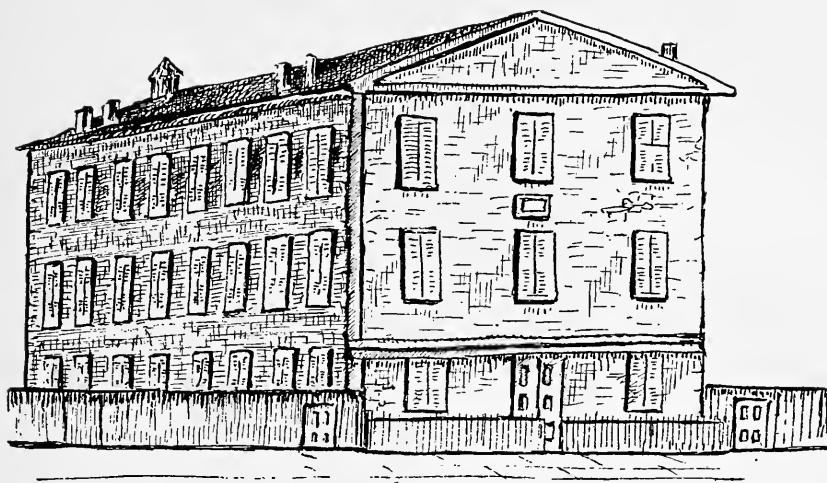
The school at Bushwick Cross-Roads had its origin in a time before the Revolution, when the Dutch tongue was spoken by everybody in the settlement. A building, 20x24 feet and very low, was erected about 1815, and was used until 1847. Up to the time of

consolidation the school was known as Bushwick District School No. 2; standing upon a hill, on a point that was put on the map as the corner of Washington and Prospect Streets, or what is now Bremen and Noll Streets. It became Public School No. 24, and was generally known as Hill School. The edifice having become inadequate, after a long and weary wrangle, a new school was built in 1874 upon another

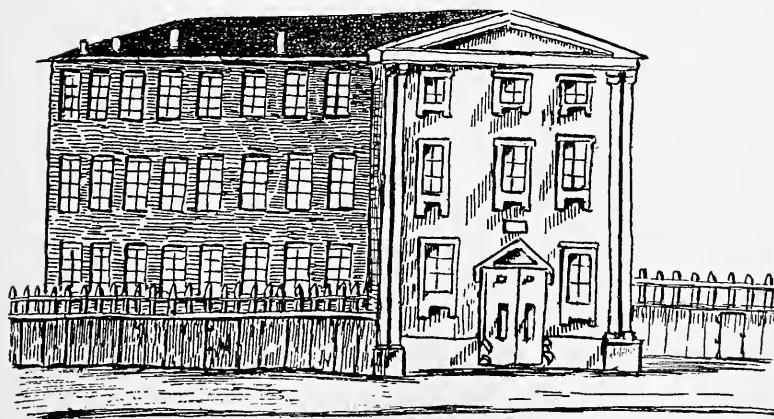


Bushwick District School No 3.

elevated point, on the corner of present Arion Place and Beaver Street. This building has recently been somewhat enlarged, and is still widely known as Hill School. In 1820 David Dunham gave a plot of ground, 30x100 feet, near North First Street, between what is now Berry Street and Bedford Avenue, a locality then known as "where the old log cabin stood." On this



Public School #2
Williamsburgh.



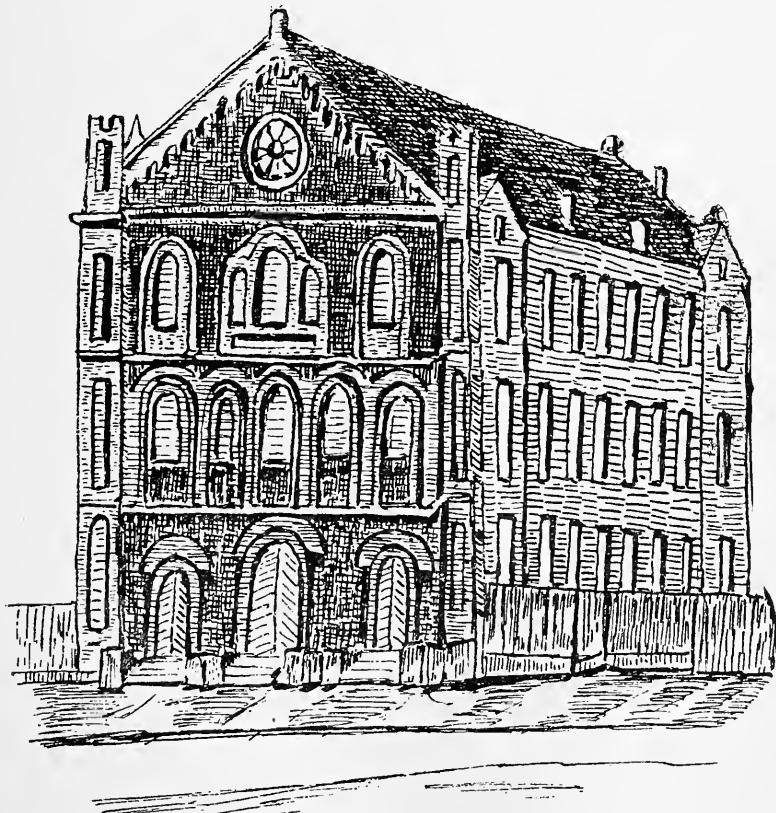
Public School No 3
Williamsburgh ..

site a one-story schoolhouse was erected, 19x25 feet. This was Bushwick District School No. 3. The district embraced the territory west of Union Avenue; there were then about forty children living within its limits. In 1838 thirty children were in attendance, the school being conducted on such a low level that most parents would not allow their children to attend. Then a new teacher was engaged and within a year the number of scholars increased to one hundred and fifty; the number of children in the district being three hundred and six. In 1839 the sum of \$125 was appropriated for the addition of a second story. Within a few months the number of scholars increased to two hundred and thirty-six; one hundred and fifty-six boys and eighty girls.

WILLIAMSBURGH AND GREENPOINT SCHOOLS

In 1840 the town of Williamsburgh was incorporated, and in 1843 divided into three districts, and a brick school building erected in each district. Bushwick District School No. 3 became Williamsburgh District School No. 1. Shortly after, these districts were rearranged into four districts. In 1850 a larger building was added in the First District, and the original wooden building, that had been erected in 1820, was occupied by the colored school. In the Second District the building was exchanged for a larger and more suitable one. District School No. 3 had been opened in a leased building on the corner of present Maujer Street and Graham Avenue in 1844. A new structure was erected on Maujer Street, near present

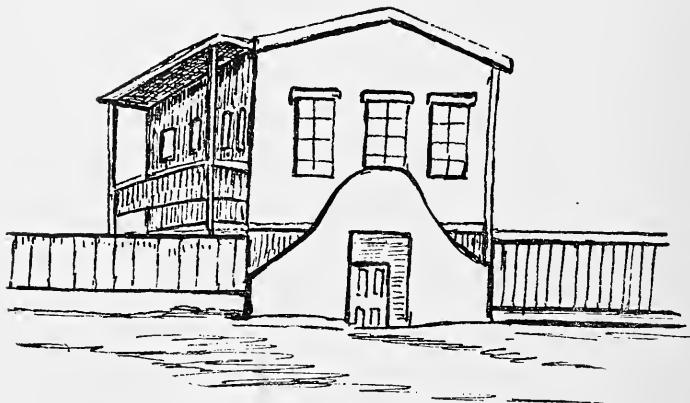
Manhattan Avenue, in 1848. In 1852 the number of scholars in the City of Williamsburgh was 6,700. After consolidation, District School No. 1, located at South Third Street, corner of Driggs Avenue, became Public School No. 16. No. 2, on North Fifth Street, corner of Driggs Avenue, became Public School No. 17. No. 3, on Maujer Street, between Manhattan



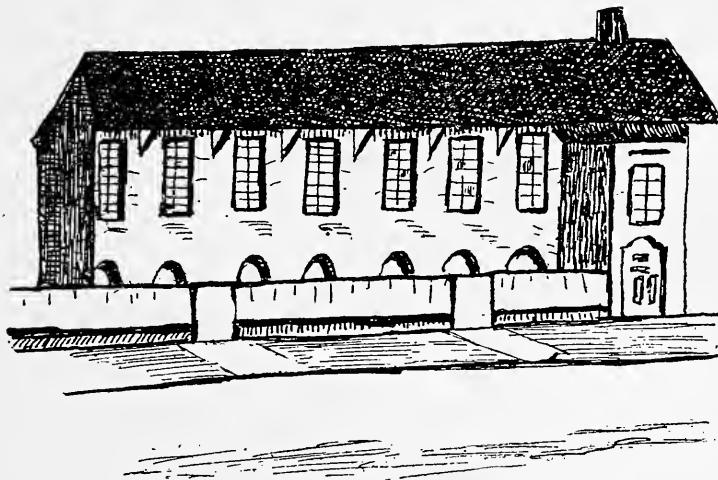
*Public School No 4.
Williamsburgh.*



Primary School No 1.



Primary School No 2
Williamsburgh.



Primary School #3.

Avenue and Leonard Street, became Public School No. 18.

No. 4, on South Second Street, corner of present Keap Street, became Public School No. 19.

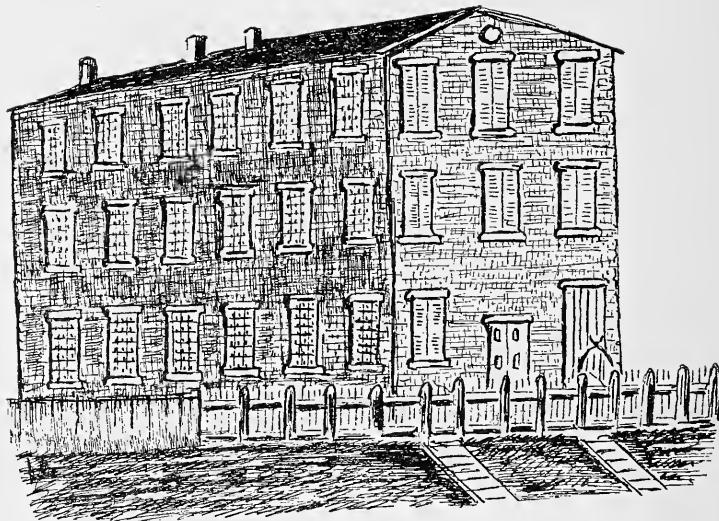
Public School No. 20 was situated on South Fourth Street, between present Roebling Street and Marcy Avenue.

Public School No. 21, on McKibben Street, near Manhattan Avenue.

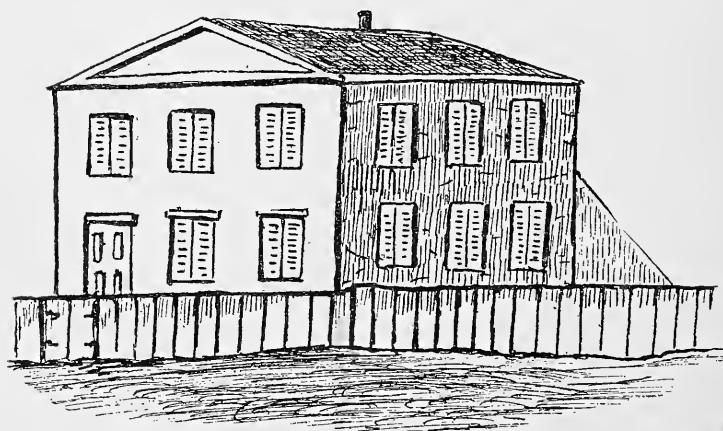
Public School No. 22, on Java Street between Franklin Street and present Manhattan Avenue, Greenpoint.

Primary No. 1 was located on North Sixth Street, near present Kent Avenue.

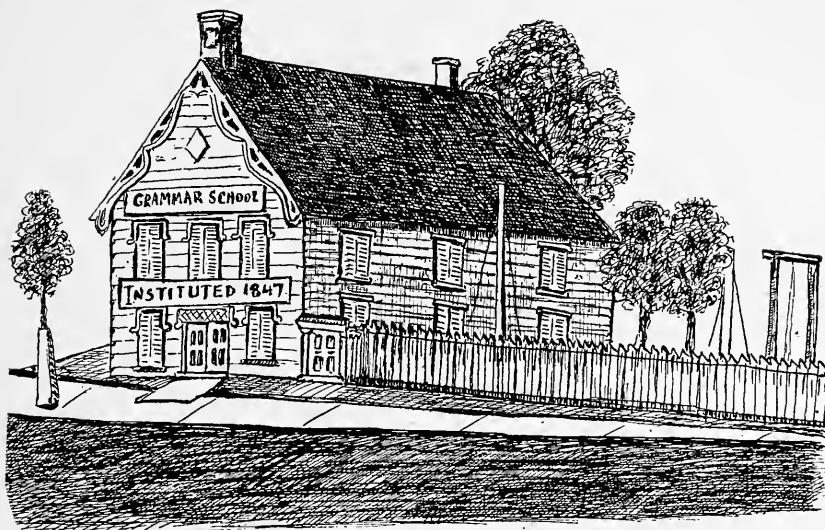
Primary No. 2, on North Third Street, between present Wythe Avenue and Berry Street.



Primary School No 4.



Colored Public School



*a private institution
1852.*

Primary No. 3, on North First Street, between present Berry Street and Bedford Avenue.

Primary No. 4, on present Rodney Street, between Ainslie and North First Streets.

Colored No. 3, on Keap Street, near North Second Street or present Metropolitan Avenue.

BEDFORD SCHOOL

At Bedford Corners, at the Junction of the Clove, Cripplebush and Jamaica Lanes, the schoolhouse was erected in 1721 on the village green. The building was divided by a large chimney; on the one side was the schoolroom, the other half being the teacher's residence. Another room was added in 1775, fourteen feet square, which the teacher was permitted to use as

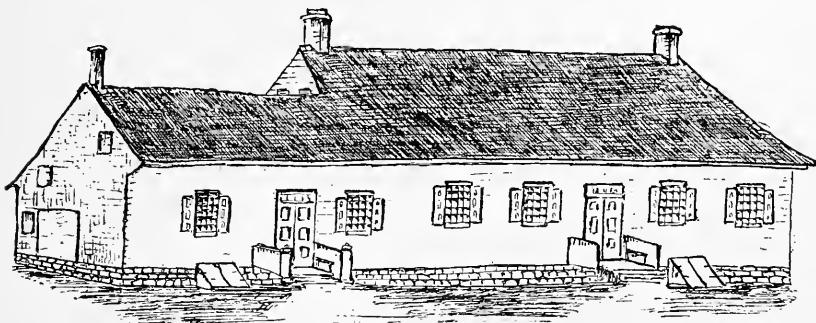
a grocery store. This building was replaced by a new one in 1810. In 1830 a schoolhouse was built on a new site at what is now Bedford Avenue and Fulton Street, also a one-story structure, containing two rooms; one for the younger and one for the older children. It was enlarged in 1846. The building erected on Bedford and Jefferson Avenues in 1852 became Public School No. 3. It was enlarged in 1854, and again in 1859.

WALLABOUT SCHOOL

The children of the Wallabout settlement attended the Bedford and the Bushwick Schools until a schoolhouse was established prior to 1775 on the north side of the Wallabout Creek on land of the Johnson family, given for this purpose for a term of twenty-one years. Then the building was removed to land of Garrett Nostrand, to what is now known as Bedford and Flushing Avenues. It was a little one-story structure, painted red, containing one room, twenty feet square, and was heated by a Franklin wood stove, standing in the middle of the room, with its pipe thrust through the roof. When the schoolhouse had to be removed from its site, Garrett Nostrand converted it into a chicken coop. In 1838 a new building was erected on Classon Avenue, near Flushing Avenue, which was enlarged in 1842, and again in 1848. This school became Public School No. 4.

THE WYCKOFF FARM

John Scudder was born in 1619. He emigrated from Grafton, England, in 1635, in company with his father and three brothers, to Salem, in the Colony of Massachusetts Bay. In 1652 he and two of his brothers came to Southold, on Long Island, and after residing there for several years removed to Huntington. After a short stay at this place John came to Mispat Kills, where he resided until his death. As early



WYCKOFF HOMESTEAD. FLUSHING AVE.
NEAR CYPRESS AVE.

as 1668 he owned the mill-pond in Bushwick, on which Schenck's mill was later erected. This pond was supposed to be the cause of the fever and ague prevailing in this vicinity about that time. The Newtown Town court issued the following order: "Whereas there hath been complaint made to this court against John Scudder, Sr., by several of the inhabitants for making a dam, which hath and still doth stop the passage of the water, at or near Fowler's Bridge or run, which is a

great annoyance, and it is conceived a great cause of so much sickness among them, the court doth therefore order that the said John Scudder shall forthwith cut the said dam, whereby the water may have free passage through it, under the penalty of five pounds sterling." The pond was long known as Scudder's Pond, and was always referred to in the boundary dispute between the two towns. John Scudder's only son, John, married in 1669 Johanna, the only daughter of Captain Richard Betts. John had two sons, John and Richard B., who, in 1700, sold the property and removed to New Jersey. Francis and Tunis Titus, sons of Titus Sirach de Vries, possessed land in this neighborhood. Francis was the owner of a farm in Bushwick that had been patented to Paul Richards in 1664. Tunis appears to have resided here in 1703; later he resided in Mansfield, N. J. Johannes Schenck, born in Holland in 1656, came to this country about 1683. He lived at first in New Amsterdam, later in Midwout. In 1711 he bought a mill and plantation of eighty-three acres in Bushwick from Tunis Titus, to which he removed. He died in 1748 and was buried on this farm. Johannes Schenck, Jr., born in 1691, bought, in 1713, of Timothy Wood a plantation of one hundred and eight acres in Bushwick, and also bought a plantation in Newtown. He died in 1729. Peter, his brother, bought of him his Newtown farm of one hundred and thirteen acres near the Bushwick line, and removed to it. He died in 1736. The grist-mill on the Schenck farm was located on the east branch of the Newtown Creek, and the ruins of the mill were

still standing sixty years ago. Nicholas Wyckoff, born in 1743, purchased the Schenck farm in 1765, and resided upon it during the war. After the Battle of Long Island, while he was performing service in the American Army, British soldiers, passing the farm, seized and carried off the cattle. A Hessian officer was billeted upon the family, and the farmer's wife was sufficiently acquainted with the German language to make him understand that the seizure of the cattle left the children without anything to eat, and the officer was so moved by this statement that he went to headquarters at Maspeth and got all the animals back save one, which had already been killed. In 1781 Peter Wyckoff bought the Mansion House property on the Woodpoint Road from the children of the late Theodorus Polhemus. Nicholas Wyckoff was born at the Mansion House in 1799. His father moved back to the family homestead on Flushing and Cypress Avenues in 1814. Peter Wyckoff was born here in 1828, and died in the old house in 1910, which, though remodeled, is still the same structure that was occupied by the first member of the Wyckoff family, which owned the farm. In 1911 the farm was sold and laid out in building lots.

Near the homestead stood "Ye Pole's house," the "most ancient Dutch house," mentioned in the Hempstead decision about the Bushwick Patent, on the east side of the head of Mispat Kil.

ROADS AND TRANSPORTATIONS

During the first century and a half of the existence of the town of Bushwick most of the farmers started on their journey to Manhattan Island from the Wood-point, where the town dock was located. To it led the road that cut through the entire town from one end to the other. It was the main road in town, from which several lanes branched off, wending their way to the strand, the mill and the landing on Noorman's Kil. Although being one continuous road, it was known by two different names, to which a third one was added in 1704. It followed the line of the Old Rockaway foot-path, which led from the south over the hills toward Mispat Kil, at which latter place the Mispat tribe, a sub-tribe of the Rockaways, was located. It appears on documents soon after the territory was purchased by Kieft as the path leading to the Kils. From Bushwick village the one road dating from the earliest days of the settlement led toward the Woodpoint, while the other, coming into existence a little later, ran in the opposite direction. The beginning of the first road is still on the map and known as Old Woodpoint Road; it then turned in the centre of the block now bounded by Humboldt Street, Kingsland Avenue, Frost and Withers Streets to Debevoise Avenue; thence slanting toward Diamond Street, along that thoroughfare to Oakland Avenue and India Street; running along India Street to a point below Manhattan Avenue, and finally slanted toward the inlet near Green and Franklin Streets. The other part was

known as the New Bushwick Lane, leading into the New Lotts of Bushwick. After 1704 this road was known as Old Bushwick Road for over a century and a half. It followed the course of present Bushwick Avenue, Bushwick Place, Bushwick Avenue again to Ralph Street; following this street for one block to Evergreen Avenue; along this avenue to Madison Street, thence slanting to Central Avenue; crossing that avenue at Moffatt Street, it turned between present Chauncey and Pilling Streets and struck Central Avenue once more in the next block, and came to an end at the Green Hills. The Old Bushwick Road was connected with the Kings Highway to Jamaica, in accordance with an act of the General Assembly of 1704, by the New Bushwick Road, along the Green Hills, now covered by the Cemetery of the Evergreens, until it cut diagonally through the block between Furman Avenue and Aberdeen Street, reaching the Jamaica Road near present Broadway. About a century ago the Williamsburgh ferry, at the foot of present Metropolitan Avenue was established, and soon after transferred to the foot of Grand Street, and in later years the ferry at foot of Broadway was the main outlet. Thus the traffic was diverted toward the Williamsburgh shore, and the oldest part of the town road was abandoned.

The Newtown and Bushwick Bridge Company was incorporated in 1803.

The Wallaboght and Brooklyn Turnpike Company was incorporated in 1805.

The Brooklyn and Jamaica Turnpike Company was incorporated in 1809.

The Williamsburgh Turnpike Road and Bridge Company was incorporated in 1814.

The Wallabout and Bedford Turnpike Company was incorporated in 1827.

The Wallabout Canal Company was incorporated in 1828.

The Wallabout Toll Bridge Company was incorporated in 1835. This road led through Sands' Estate and the Navy Yard to the bridge across Wallabout Creek, near the junction of Kent Avenue and River Street, now known as Wallabout Street. It was for a long time the only route from Brooklyn City Hall to the Eastern District. Small parts of the road are incorporated in the present plan of the city.

The Flushing and Newtown Turnpike and Bridge Company was chartered in 1801. A bridge over Flushing Creek was constructed and a turnpike laid to Newtown village.

In 1836 the Newtown and Bushwick Bridge and Turnpike-Road Company was incorporated, which continued the road to Williamsburgh by the second Penny Bridge, built on stone piers and the "Shell Road."

The Maspeth Avenue Toll Bridge Company was incorporated in 1836.

The Myrtle Avenue and Jamaica Plank Road Company was incorporated in 1853. The road was five and a half miles in length, extending from Broadway to the Jamaica and Brooklyn Plank Road. It was

seventy feet wide, with two planked tracks, each nine feet wide, and in the centre an earth grade track of the same width. The road was opened in 1854. The distance from Brooklyn City Hall to Jamaica via this road was nine and a quarter miles, or one and one-third miles less than over the old Jamaica Road.

A first attempt had been made as early as 1840 by one Williams, a painter by trade, to run a stage from Peck Slip ferry through the different streets, picking up passengers on the way. After giving it a six months' trial he had to abandon the enterprise. At the time of consolidation Holder's stages ran from the terminus of the Fulton Avenue line, viz.: Holder's Three-Mile House to East New York, every hour from 6 A. M. to 8 P. M. The fare was $6\frac{1}{4}$ cents. Husted & Kendall's stages ran then from Peck Slip ferry via present Broadway to East New York. The fare was $12\frac{1}{2}$ cents. From Lawrence's Franklin Hotel, at Broadway and Myrtle Avenue, to East New York the fare was $6\frac{1}{4}$ cents. From Grand Street, Houston Street and Peck Slip ferries stages ran half-hourly via the Williamsburgh and Cypress Hills Plank Road to Cypress Hills Cemetery; the fare was $12\frac{1}{2}$ cents. Anson Powell's stages ran from East Brooklyn or Wallabout to Fulton Ferry. The Williamsburgh, Brooklyn, Bushwick and New Lotts Railroad was organized June 29, 1853, to run from Williamsburgh to New Lotts. The company received the permission to operate a horse railroad for the term of twenty-one years. Then the Broadway Railroad Company of Brooklyn was organized on August 11th, 1858,

with a capital of \$200,000. This road operated the first horse-car line in the Eastern District via Broadway from Peck Slip ferry to East New York in 1859. Within the next few years cars were run by other companies from the ferry via Johnson Avenue and Montrose Avenue to Bushwick Avenue; also via Grand Street to Bushwick Avenue. In 1867 the Bushwick Railroad Company started the Bushwick Avenue line from Grand Street ferry to Ridgewood Depot, and the Greenpoint line from Greenpoint ferry to the Cross-Roads. The Fulton Avenue line was running from Fulton Ferry to Brooklyn Avenue as early as 1855. The Myrtle Avenue line ran to Broadway in the same year, and the Flushing Avenue line to Throop Avenue in 1854, and was extended to Broadway in the following year. The Greenpoint line of the same company ran as far as Bushwick Creek in 1854, and was extended to Freeman Street in the following year. The other horse-car lines in the district began operation during the '70's. The Lexington Avenue Elevated line started to run in 1885; the Broadway Elevated line in 1888. The trolley cars took the place of the horse-cars in 1894. On the elevated roads the electric power came into use in 1900. The South Side Railroad was opened in 1867, extending from Patchogue to Bushwick. From the Bushwick Depot cars were hauled through Boerum Street, Broadway and South Eighth Street to the South Side Railroad terminal at foot of South Eighth Street by dummy engines. In 1876 the part of the line running through Williamsburgh was discontinued, when the South Side Railroad was consoli-

dated with the Long Island Railroad. The New York and Manhattan Beach Railroad had its depot at foot of Quay Street, Greenpoint, formerly, and stations were located on Humboldt Street, at the junction of Grand Street and Metropolitan Avenue and on Montrose Avenue.

THE POLICE FORCE

The City of Williamsburgh had a force of twenty-seven policemen, nine men for each of the three wards, in 1852. There was also one constable on duty in each ward. After consolidation the Fifth Precinct of the enlarged city comprised the Thirteenth Ward, known as South Side, and the Fourteenth Ward, known as North Side; both together were popularly called Williamsburgh. The station house was at the corner of present Driggs Avenue and Metropolitan Avenue. The force consisted of thirty-six men. The Eastern District Police Court was held at "the Cells," on North Fifth Street. A new station house was built in 1859-1860 on North First Street and Bedford Avenue. In an extension to the main building on the ground floor were ten iron-grated cells. The Sixth Precinct comprised the Fifteenth and Sixteenth Wards, known as Dutchtown, and included the neighborhoods called "Picklesville" and "The Swamp." The station house was on Ten Eyck Street, between Manhattan and Graham Avenues. The force consisted of thirty-six men. A station house was, after awhile, erected on the south east corner of present Stagg Street and Bushwick Avenue. The Sixth Sub-precinct was later

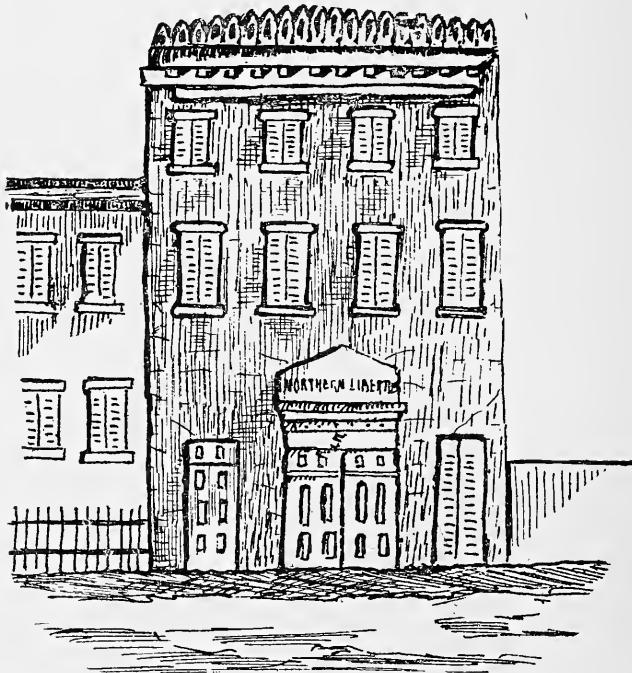
formed of parts of the Sixth and Seventh Precincts, with a station house on Graham Avenue, between Frost and Richardson Streets. In its territory was included "The Green." The Seventh Precinct comprised the Seventeenth Ward, or Greenpoint. The station house was located on Franklin Street, corner of Greenpoint Avenue. The force consisted of twelve men. A station house was later erected on Greenpoint and Manhattan Avenues. The Nineteenth Ward, or North Brooklyn, was then a part of the old Seventh Ward which was included in the Fourth Precinct, with a station house on Vanderbilt and Myrtle Avenues, Western District. All the rest of the territory included in the Eastern District was guarded by the ward police. The Ninth Ward included all the land bounded by Broadway, Flushing Avenue, Bedford Avenue, Atlantic Avenue, Flatbush Avenue and the towns of Flatbush and New Lots, taking in part of Prospect Park. The portion of this large territory included in the present sketch embraces the present Twenty-first, Twenty-third and Twenty-fifth Wards. The Twenty-first Ward was known as Cripplebush, the Twenty-third as Bedford, and the Twenty-fifth Ward as New Brooklyn. Malboneville, Carsville, and Weeksville were neighborhoods in Bedford. The station house was on Fulton Street and Bedford Avenue. The force consisted of sixteen men. The Eighteenth Ward included the territory of the present Eighteenth, Twenty-seventh and Twenty-eighth Wards. The present Eighteenth Ward embraced Bushwick Green and Bushwick Cross-Roads; the Twenty-seventh and Twenty-eighth

Wards, Bowronville. The force consisted of ten men. The Ninth, Twelfth, Thirteenth, Fourteenth and Sixteenth Precincts were formed in later years. The Ninth Precinct station house was built in 1864, near the corner of Gates and Marcy Avenues. The Twelfth Precinct station house was an old building, No. 1698 Fulton Street, near Schenectady Avenue. The Thirteenth Precinct station house was at the junction of Whipple Street and Flushing Avenue. The Fourteenth Precinct, formerly the Ninth Sub-precinct, had for its station house an old-fashioned two-story frame building on the corner of Broadway and Greene Avenue, surrounded by a large garden. The Sixteenth Precinct, formerly the Fifth Sub-precinct, had its station house on Clymer Street, near Kent Avenue. Later a new structure was reared on Clymer Street and Lee Avenue. The Second District Police Court was erected on Gates Avenue, near Reid Avenue, when the section consisted to a very large extent of farms and fields. The Third District Police Court was held on the second floor of a frame building on Humboldt Street and Montrose Avenue.

FIRE DEPARTMENT

The Williamsburgh Fire Department began in 1834, when two engines were purchased by the village and two engine houses erected. No. 1, on North Second Street, giving shelter to Washington Company; No. 2, on South Second Street, was occupied by the Protection Company. The Northsiders became known as

"The Roosters," from the emblem they selected, and the Southsiders as "Rocks." In 1836 a public cistern was constructed in front of the Reformed Dutch Church on present Bedford Avenue and South Second



*Northern Liberties.
Engine House
1852.*

Street, and Mutual Truck Company No. 1 was organized and located next door to Engine Company No. 1, on North Second Street. In 1838 the sheriff levied upon the engines, under a judgment against the

village, while they were on the way to a fire, and Abraham Mesarole bought them at the sheriff's sale, and hired the engines out to the village for the next six years at a rental of \$150 per annum. In 1844 the department was incorporated, and Engine Company No. 4 was organized, soon followed by Nos. 5, 6 and 7, and Hose Company No. 1. Public cisterns were built at various points, and a large fire bell procured.



WILLIAMSBURGH BELL-TOWER IN FLAMES.
1873.

The Eastern District Fire Department was incorporated in 1857, and consolidated with the Western District Fire Department in 1869. The Firemen's Hall was on present Bedford Avenue, near South Second Street. The Thirteenth Ward bell-tower was on South Second Street, near Bedford Avenue; the Sixteenth Ward bell-tower, on Ten Eyck Street and Manhattan Avenue. About 1864 the Williamsburgh City Hall property, including the Thirteenth Ward bell-tower, was disposed of, and a new edifice, known as the Fourteenth Ward bell-tower was erected on Bedford Avenue and North Second Street. This tower was partly destroyed by fire in 1873. The Seventeenth Ward bell-tower was standing in the rear of the present police station on Greenpoint and Manhattan Avenues.

PICNIC GROUNDS

The Williamsburgh Garden was located between present Kent Avenue and the river shore and South Seventh and South Eighth Streets. A fine sandy beach extended from the Wallabout to Bushwick Creek, and the section was a favorite place for fishing and bathing. The road along the shore was lined with willow trees. Beyond the Cross-Roads was the Boulevard Brewery Hotel, on Bushwick Avenue and present Noll Street; Strey's Hotel, on the junction of Myrtle, Central and DeKalb Avenues. The Boulevard Grove was on block bounded by Greene Avenue, Bleecker Street, Central and Evergreen Avenues, with hotel entrance on Bleecker Street, near Evergreen Avenue.

The Schuetzen Park was on the block bounded by Irving and Wyckoff Avenues, Grove and Ralph Streets, and then there were the several picnic parks on the other side of the county line, some of which have only recently been cut up into building lots.

HOTELS

(AT THE TIME OF CONSOLIDATION)

American Hotel, Grand Street, near ferry.

Branch Hotel, Bushwick and Metropolitan Avenues.

City Hotel, Broadway.

Franklin Hotel, Myrtle Avenue and Broadway.

Four Mile House, Fulton Street, corner of Reid Avenue.

Fulton House, Bedford Avenue, near South Third Street.

Gothic Hotel, Berry Street, near Broadway.

Greenpoint Hotel, Franklin Street, corner of Huron Street.

Kings County Hotel, Kent Avenue, corner of Broadway.

Knickerbocker Hotel, Flushing Avenue, corner of Walworth Street.

Peck Slip Hotel, Kent Avenue and Broadway.

Philadelphia House, Bedford Avenue, near South First Street.

Three Mile House, Fulton Street, near New York Avenue.

Troutman's Hotel, Cypress Hills Plank Road.

Union Hotel, Grand Street, corner Union Avenue.
Washington Hotel, Kent Avenue, near Division Avenue.

THE PRESS

Williamsburgh Gazette, 1835-1854. First paper published in Williamsburgh. Started as a weekly; changed in 1850 to a daily.

Williamsburgh Democrat was the second. Started in 1840; discontinued in 1847.

Democratic Advocate, 1841. Appeared for six years.

Daily Long Islander, 1845. Appeared for a few weeks.

Williamsburgh Morning Post, 1847.

Greenpoint Advertiser, 1847.

The Williamsburgh Times, 1848. Changed later to *Eastern District Daily Times*, and is issued at the present time as *Brooklyn Daily Times*.

The Independent Press, daily, 1850.

The Long Island Zeitung, weekly, 1851.

The Kings County Chronicle, weekly, 1851.

The Long Island Family Circle, weekly, 1852.

The Williamsburgh Telegraph, weekly, 1852.

In 1854 *The Long Island Anzeiger* appeared, with offices at 98 Montrose Avenue. After a year it was discontinued. Ten years later it was again issued, still a weekly, and, after several changes, appears now as a daily, known as *Brooklyn Freie Presse*, with main office on lower Myrtle Avenue.

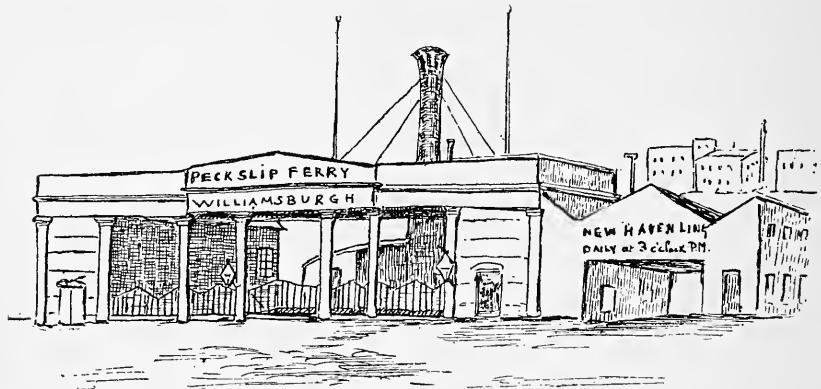
BANKS

The Bank of Williamsburgh was organized in 1839. Its charter was to continue for one hundred years. The bank was situated on Grand Street and Kent Avenue. It went out of existence before a real beginning had been made. The Williamsburgh Savings Bank was organized in 1851. The bank started business in the basement of a church on South Third Street and Bedford Avenue. The Farmers and Citizens Bank, on northwest corner of Broadway and Kent Avenue, was chartered in 1852. Before its building was completed the bank was housed on the second floor of the Peck Slip Hotel. Its affairs were wound up in 1868. The Williamsburgh City Bank was chartered as a State bank in 1852. It was located on the corner of South Third and Fourth Streets; later, for more than half a century, at southwest corner of Kent Avenue and Broadway, and is now known as the First National Bank of Brooklyn, on Bridge Plaza, Broadway and Havemeyer Street. Mechanics Bank of Williamsburgh was incorporated in 1853. It started business at 16 Grand Street, and is now known as Manufacturers National Bank, at Broadway and Berry Street.

PECK SLIP

Fort Amsterdam, on Manhattan Island, was situated upon a hill that descended to Pearl Street and Bowling Green. From the fort a path led to the ferry landing on the East River, from which point Cornelius Dirckse

carried travelers in his rowboat over to the Long Island shore. Cornelius had settled here on a farm prior to 1642, and kept an inn for the convenience of



PECK SLIP NEW YORK.

1850

his patrons. The landing on the Long Island side was also on ground owned by him. In 1654 the municipal government began to regulate the ferry service, which was, however, still carried on by this farmer. Along the path to the fort a blacksmith had established himself to serve visitors from Long Island. His name was Cornelius Clopper, and his dwelling stood at the intersection of T'Maagde Paatje—the present Maiden Lane. The path received its name “de smit's vley,” or valley; corrupted later into Smith’s Fly, from this fact. That part of it close to the shore is to-day part of Pearl Street, and the portion near the fort was Brouwer Street and Hoogh Street, now together

forming Stone Street. Ferry Street is to this day the name of the thoroughfare leading from Gold Street to Peck Slip. Afterwards the Brooklyn ferry was removed farther south, and in 1836 a new ferry was started from the original landing on Peck Slip, running to Williamsburgh.

STATISTICS

The area of the original Town of Bushwick was 3,900 acres.

1706.	Improved lands assessed,	2,443	acres.
1738.	Population of Bushwick (including 78 slaves)	327	
1810.	" "	798	
1820.	" "	930	
1825.	" "	958	
1830.	" "	1,620	including W'b'gh.
1835.	" "	3,314	" "
1840.	" "	1,295	excluding "
1845.	" "	1,857	" "
1850.	" "	3,739	" "
1850.	Williamsburgh.....	1,007	
1835.	" estimated....	3,000	
1840.	"	5,094	
1845.	"	11,338	
1847.	"	12,000	
1850.	"	30,780	
1852.	" estimated....	38,000	
1854.	"	48,367	

1834.	Number of deaths in Williamsburgh	59
1847.	" " "	187
1849.	" " "	368
1850.	Number of dwellings in Williamsburgh . . .	3,816

Leslie's Brooklyn Directory for 1840-41 contained 172 names of residents in the territory between present Broadway and Bedford Avenue, South of Flushing Avenue. The first Williamsburgh Directory was published by Henry Payson in 1847, and continued in 1848 and 1849. It was followed by Samuel and T. F. Reynolds' Directory in 1850 to 1854. After that Smith's Brooklyn Directory was issued for 1854-55, 1855-56, etc., for some years in two separate parts, for, as the publisher says, in view of the small amount of business intercourse between the two sections, it was thought expedient to compile the names of the Western and Eastern Districts in distinct departments. Reynolds' Williamsburgh Directory contained number of names: 1850, 5,300; 1851, 5,603; 1852, 7,345; 1853, 8,518; 1854, 10,925.

Reynolds' Greenpoint and Bushwick Directory, 1854, 1,318.

Reynolds' North Brooklyn Directory, 1852, 52.

Each name represented a family of from four to six members.

WARDS

Thirteenth Ward. Organized in 1854, from First Ward of Williamsburgh.

Fourteenth Ward. Organized in 1854, from Second Ward of Williamsburgh.

Fifteenth Ward. Organized in 1854, from Third Ward of Williamsburgh.

Sixteenth Ward. Organized in 1854, from Third Ward of Williamsburgh.

Seventeenth Ward. Organized in 1854, from Town of Bushwick.

Eighteenth Ward. Organized in 1854, from Town of Bushwick.

Nineteenth Ward. Organized in 1856, from old Seventh Ward of Brooklyn.

Twenty-first Ward. Organized in 1868, from old Ninth Ward of Brooklyn.

Twenty-third Ward. Organized in 1873, from old Ninth Ward of Brooklyn.

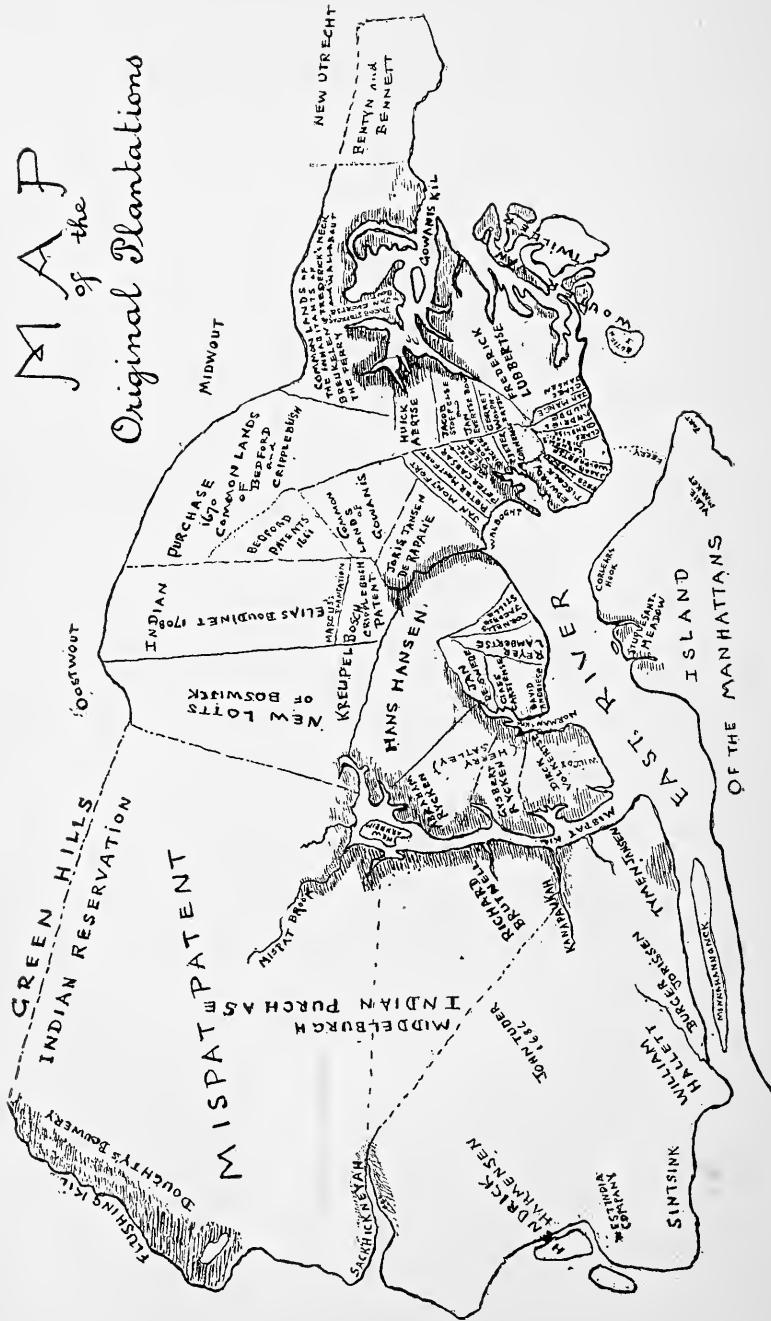
Twenty-fifth Ward. Organized in 1873, from old Ninth Ward of Brooklyn.

Twenty-sixth Ward. Organized in 1886, from Town of New Lots.

Twenty-seventh Ward. Organized in 1892, from old Eighteenth Ward.

Twenty-eighth Ward. Organized in 1892, from old Eighteenth Ward.

Map of the Original Plantations



MAP SHOWING THE ORIGINAL PLANTATIONS

This map has been made with the only object of giving some idea of the location of the original plantations, and no attempt has been made to trace the bounds of lands described in the patents that are on record. The case of Jan the Swede may be taken as an illustration. He had settled here among the redskins before they sold the land to the West India Company. Most likely the land that he had under cultivation was later included in Hans Hansen's patent. The Gysbert Rycken patent is a similar case. This patent seems to be identical with the one granted to Adam Mott in 1646. After several sales the property came into the hands of Jacob Steendam in 1653. It was again granted in 1667 to Humphrey Clay, "because Steendam had been absent and gone out of the country for the space of eight years, etc., and no plantation should lie waste and unmanured, etc." Clay may have cultivated a part of the original Gysbert Rycken patent, while another part had been given for the use of the pioneer settlers of Boswijck village. However, Clay is, in 1706, recorded among the land-owners as possessing fifty-two acres of land. Patents were granted freely in the earliest times, but the patentees in many cases never occupied the lands granted to them; furthermore, land being plentiful, the plantations changed hands quite often. After the land was cleared of trees and underbrush it took at least a year before a crop was produced. If dis-

pointed, the planter tried his luck at some other point which seemed to be more promising. If he could get a buyer for his old plantation, he disposed of it; if not, the West India Company gave it to some newcomer. Exchanges of land were also made, whenever found convenient. To give the outlines of the old patents is an impossibility at this late day; it would be guess-work at the best. The early settlers had no time to record these things for posterity. Many of them would not have been able to do it. The only certain way to distinguish the lines of the several plantations was by "the old marks of the West India Company"—as the patents say—meaning the surveyor's blaze on trees in the wilderness. They are no more. Hills have been leveled, brooks and streams have been filled in, and the hooks and necks of land have disappeared, and none of the descriptions of the lands in the patents will fit the present-day conditions of the same pieces of land. Besides the "marks of the company" there were a few local distinctions, which were used to describe the location of lands within the territory of the towns of Brooklyn and Bushwick. These were: Marechawieck, the Indian village, on the site later occupied by the village of Breukelen, Rinnegaconck, the plantation of Rapalie, the Cripplebush, being the swamp lying between the Wallabout Bay and Newtown Creek in the central part of Bushwick, Mispata Kil, the later Newtown Creek, Gowanus Kil, now Gowanus Creek, the Wallabout, and the hills, part of the "backbone of Long Island." In this manner any plantation in the later Williamsburgh was in the

early days described as situated between Mispat Kil and Rinnegaconck, or the Wallabout, or the east hook of Marechawieck. Bedford was at the Wallabout, in the rear of Rapalie's plantation. In the earliest patents even the plantations along Newtown Creek were described as being opposite Rinnegaconck, for the reason that there was nothing between the two localities to serve as a landmark. Later on it was possible to give neighboring plantations as boundaries.

MUNICIPAL GOVERNMENT

Bushwick existed as a town as early as 1661; at which time magistrates were appointed by Director-General Stuyvesant; but the territory of the town was not defined by law then. The settlers that had located on the land purchased by Director-General Kieft from the Canarsees in 1638 came together, from time to time, to regulate their local affairs, and these men, thus associated for the purposes of government, constituted the town. Under the first English governor, Nicolls, delegates from the several towns were assembled at Hempstead to settle the boundaries of the towns, and the latter were required to take out patents for the land occupied by them, and thus in 1667 the boundaries of the town of Bushwick were laid down. The territory of the first village of Williamsburgh was, however, not included within the limits of the town. In Governor Dongan's patent of 1687 the same omission is noticed. Dr. Stiles, mentioning this in his history of the City of Brooklyn, says: "This was not

an oversight; this part was surveyed and owned by the West India Company." Under the English rule the landowners elected a constable and eight overseers. In 1788 the town of Bushwick was incorporated by the legislature, at the same time when all the existing towns in the State were incorporated. Of the various villages and hamlets within the limits of the Eastern District the villages of Williamsburgh and East New York were the only ones that were incorporated by the legislature. Williamsburgh was incorporated in 1827; it still remained a part of the town of Bushwick, but it now had a village government as well as a town government. In 1835 the village limits were extended, and in 1840 the village was separated from Bushwick and incorporated as a town; the village and town boundaries being identical. The growth of Williamsburgh was so great that it felt the need of a city government, and in 1851 a city charter was secured, which became effective January 1st, 1852. The town of Bushwick and the City of Williamsburgh went out of existence when both of these municipal corporations became parts of the enlarged City of Brooklyn on January 1st, 1855.

THE RIDGEWOOD SECTION IN QUEENS-BOROUGH OF TO-DAY

The Ridgewood section in Queensborough of to-day embraces the territory bounded by the Brooklyn Borough line, Flushing Avenue, Mount Olivet Avenue to Lutheran Cemetery, going around the cemetery the line takes in Glendale village and runs along the range of hills covered by Cypress Hills and Evergreen Cemeteries to the Brooklyn line. The section embraces the old farms known as Wyckoff, Covert, Onderdonck, Way, Hulst, Ring, Van Alst, Edsall, Debevoise, Backus, Lahr, Tompkins, Bergen, Van Nostrand, McCormick, Denton, Snediker, Cooper, etc., farms. It includes within its limits the more modern neighborhoods: Wyckoff Heights, Germania Heights, Metropolitan, Fresh Pond, St. James Park, Melvina, East Williamsburgh, Ridgewood Heights, Ridgewood Park, Evergreen and Glendale. Part of the Debevoise land, the Ring, Wyckoff and Meyerose farms are now being improved. Fourteen and a half acres of the Debevoise estate in Evergreen, fronting on Cooper Avenue, Harmon Avenue, and the Manhattan Beach Division of the Long Island Railroad were sold in 1909 for close on \$100,000. The Ring farm consisted of sixteen acres of land on Fresh Pond Road, between about Elm Avenue and a line just beyond the Lutheran Cemetery Railroad tracks. Fred Ring sold to the Brooklyn City Railroad Company the right of way through the farm to run the dummy

line from Ridgewood Depot to the cemetery, which is now used by the surface extension of the Myrtle Avenue Elevated Road. The white frame-house on Fresh Pond Road, south of the railroad tracks, the home of the Ring family for half a century, was torn down about 1910. The Wyckoff farm was sold by the heirs of Peter Wyckoff in 1910. The purchasers of the property erected houses along Linden Street and Gates Avenue, on the block adjoining Cypress Avenue; and gradually the entire farm, which runs as far north as Flushing Avenue, will be built up. The Meyerose farm includes the four blocks between Onderdonck, Woodward and Elm Avenues on the south and Woodbine Street on the North, and four blocks west of Onderdonck Avenue, adjoining the old Ring farm. A half century ago the South Williamsburgh School District embraced the land between the Brooklyn line and Trotting Course Lane and the New Lots line and Metropolitan Avenue. The little schoolhouse on Cooper's Road—the present Cooper Avenue—accommodated forty pupils in its only room. In 1870 an extension was built in the rear, adding another room to the school. In 1883 the building was raised, and two additional rooms provided in the lower part. The edifice is still standing. In the '70's the School District, also known as School District No. 9, was divided, when a small schoolhouse was erected in Glendale village. In 1892 a Union Free School No. 9 was built on Bergen Avenue, between Rathjen Avenue, Henry and John Streets. At the time of consolidation this school became P. S. No. 68 of Queens Borough.

The small frame building is still standing in the school yard of the new school. In 1903 the school had twenty-four classes on part time; the old Ridgewood Hotel, an antiquated frame structure, was leased in 1907 for the term of three years. Ground was acquired by the city near by, and the new school-house erected on Bergen Avenue and Walter Street with twenty-four class-rooms, accommodating twelve hundred pupils. Public School No. 67 is located on Central Avenue and Olmstead Place, Glendale; No. 68, on Bergen and Rathjen Avenue, Evergreen; No. 71, on Forest Avenue, East Williamsburgh; No. 77, on Centre and George Streets, Ridgewood Park; No. 81, on Cypress Avenue, from Ralph Street to Bleeker Street; No. 86, on Old Flushing Avenue, near Grand Street, Maspeth; No. 88, on Elm Avenue and Fresh Pond Road, Ridgewood Heights; No. 91, contemplated, on Myrtle and Washington Avenues, Glendale, and No. 93, contemplated, on Putnam Avenue and Woodbine Street, Ridgewood Heights. Ivanhoe Park Hose Company was formed in 1896 with thirty members. In the same year the name was changed to Ivanhoe Fire Hook and Ladder Company No. 10, and became a part of the Newtown Fire Department. The company now has sixty members.

CHURCHES

St. Brigid's Roman Catholic Church and Parochial School.

St. Aloysius Roman Catholic Church and Parochial School.

St. Matthias Roman Catholic Church.

Apostolic Lutheran Church, Cornelia Street.

St. John's German Evangelical Lutheran Church, Linden Street and Covert Avenue.

German Evangelical Lutheran Zion Church, Himrod Street and Cypress Avenue.

Covenant Lutheran Church, 218 Elm Avenue.

St. Andrews Evangelical Lutheran Church, Harman Street and St. Nicholas Avenue.

Ridgewood Reformed Church, Smith Street and Rathjen Avenue.

German Evangelical Reformed Church, Onderdonck Avenue and Grove Street.

Holy Cross Protestant Episcopal Church, St. Nicholas Avenue and Himrod Street.

Annunciation Protestant Episcopal Church, Myrtle and Cooper Avenues.

German Methodist Episcopal Church, Woodward Avenue and Grove Street.

Middle Village Methodist Episcopal Church, on Metropolitan Avenue.

Glendale Methodist Episcopal Church, Washington Avenue.

Ridgewood Heights Church of Christ, Presbyterian, Gates and Grandview Avenues.

Wyckoff Heights Presbyterian German Church, Wyckoff Avenue and Harman Street.

Wyckoff Avenue Baptist Church, South Evergreen.

APPENDICES

APPENDIX I.

INDIAN DEED OF BUSHWICK.

We, the Director-General and Council of New Netherland, residing on the Island of Manhates, in Fort Amsterdam, under the jurisdiction of their High Mightinesses, the Lords States General of the United Netherlands, and the Incorporated West Indies Company, Chamber at Amsterdam, acknowledge and declare that on this day, the day underwritten, before us in their proper persons appeared and came forward Kakapoteyno, Menqueuw and Suwiran, chiefs of Keskaechquerem, in the presence of the subscribing witnesses and voluntarily and most deliberately declare with consent of the tribe (*gemeente*), for and in consideration of eight fathoms of duffels, eight fathoms of wampum, twelve kettles, eight adzes [adzes—scraping implements used in dressing deer skins, etc.] and eight axes, with some knives, beads, awl—[awl—a sharpened piece of metal used as a perforator and gauge in canoe-making] blades (which they acknowledge to have received into their hands and power to their full satisfaction and contentment before the execution hereof), to have ceded, transported, conveyed

and transferred as they do hereby transport, cede, convey and transfer in true, right and free property, to and for the behoof of the Honorable Directors of the General Incorporated West India Company, Chamber at Amsterdam, a certain parcel of land situate on Long Island, south of the Island Manhates, extending in the length from George Rapaelje's plantation, called Rinnegaconck, eastward one mile and a half to Mespaechtes, and in breadth from the East River about one mile into the Cripplebush of said Mespaechtes, and that with all the action and right to them belonging, etc.

In witness these present are confirmed with our usual signature and seal, depending herefrom.

Done at the Island Manhates, Fort Amsterdam, this first August, Ao. 1638.

MAURITS JANSEN,
CLAES VAN ELSLANT, } *Witnesses.*

To my knowledge.

CORNELIS VAN TIENHOVEN,
Secretary.

APPENDIX II.

GOVERNOR NICOLLS' PATENT OF BUSHWICK OF OCTOBER 25TH, 1667.

Bounded with the mouth of a certain creek or kill, called Maspeth Kill, right over against Dominie Hook, soe their bounds goe to David Jocham's Hook, then stretching upon a southeast line along the said kill, they come to Smith's Island, including the same,

together with all the meadow ground or valley thereunto belonging; and continuing the same course, they pass along by the fence of the woodside, soe to Thomas Wandall's meadow; from whence, stretching upon a southeast by south line, along the woodland of the kills, taking in the meadow or valley there, then pass along near upon a southeast by south line six hundred rod into the woods; then running behind the lots as the woodland lyes, southwest by south and out of the said woods, they goe again northwest to a certain small swamp; from thence they run behind the New Lotts to John the Swede's meadow; then over the Norman's Kill to the west end of his old house; from whence they goe amongst the river, till you come to the mouth of Maspeth Kill and David Jocham's Hook, whence they first begun.

APPENDIX III.

BOUNDARY LINES OF BUSHWICK TOWNSHIP TAKEN FROM THE GOVERNOR THOMAS DONGAN'S PATENT OF FEBRUARY, 1687.

The Towne is bounded with the mouth of a certain creek or kill, commonly called Maspeth Kills, right over against the Dominie's Hook so ye bounds go to David Jochem's Hook, then stretching upon a southeast line amongst the said kill they come to Smith's Island, including the same, together with all the meadow ground or valley thereunto belonging, and continuing the same course, they pass along by the

fence of the wood side, soe to Thomas Wandall's meadow; from whence, stretching upon a southeast by south line amongst the wood and to the kill, taking in the meadow or valley lying there, they pass unto the land heretofore belonging to Ryck Loedecker, deceased, and soe stretching again neare upon a southeast by south line, six hundred rodd into the woods, then running behind the Lotts as the woodland lies, south west and by south, and out of the said woods; they goe again north west to a certain small swamp; from thence they run behind the New Lotts to Jan the Swede's meadow, so along by a small kil or creek to a corner or hook of Jan Cornelissen's meadow, then over the Norman's Kill to the west end of his old house; from whence they goe amongst the river till you come to the mouth of Maspeth Kills, and David Jochem's Hook, aforementioned, where they first begun.

APPENDIX IV.

MUSTER ROLL OF BUSHWICK MILITIA IN 1663.

Captain: Ryck Lydecker (Schout)

Ensign: Jan Tilje Casperse

Secretary: Boudwyn Manout

Sergeant: Evert Hedeman

Corporals: Peter Jans Wit

 Jan Hendricks

 Alexander Conquerare

Privates: Gysbert Tunissen (Schepen)

 Barent Joost (Schepen)

 David Jochemsen

Privates: Hendrick Grever
Jan Mailjaert
Andries Barentse
Jan Parys
Evert Mauritz
Charles Fontain
Jan Cornel Zeieuw
Corns. Jans Zeieuw
Joost Caspersen
Johannes Caspersen
Melle Caspersen
François de Puy
Jan Williams Esselstein
William Traphagen
Barent Gerretse (Drummer)
Dirck Volkertse
Volkert Dirckse
Jan Botzer
Wessel Gerrits
Nicolaes Jones
Tunis Martin
Carel Carelsen
Claes Wolf
Wouter Gysbertsen
Jacob Gysbertsen
Cæsar Barentse
Carel Reyckweyl
François d'Meyer
Antoin d'Meyer

APPENDIX V.

RATE LIST OF BUSHWICK, 1675.

Real estate at £2 per morgen; personal estate, £18 each man; horses, £3 to £12; oxen, £6; cows, £1.10 to £5, according to age; hogs, £1; sheep, £0.8.6.

	Personal.	Real.	Total.
Pieter Parmentir.....	£148.10	£64.	£212.10
Jan Cornelise Dame.....	124.	56.	180.
Joost Koeckwytt.....	99.	30.	129.
Pieter Janse Witt.....	175.10	100.	275.10
Woutter Gisberse.....	96.	36.	132.
Jan Paris.....	86.	46.	132.
Charles Fonttein.....	122.	80.	202.
Euert Hedeman.....	53.	27.	80.
Jacques Cossardt	31.	10.	41.
Pieter Schamp.....	28.10	6.	34.10
Adriaen de la Forge			25.10
Gisbert Theunisse	129.	44.	173.
Charles Housman.....	45.	22.	67.
Stas de Groott.....			35.
Cornelis Jansen	37.10	8.	45.10
Jan Cornelise Zeuw.....	54.	34.	88.
Caspert Jansen	73.	6.	79.
Pietter Jansen Zeuw			40.
Oufre Kley.....	126.	24.	150.
Jan Jansen.....			39.10
Jan Jorese	80.10	10.	90.10
Alexander Coqueuertt	32.	4.	36.
Volkert Dierckse.....	129.	50.	179.

	Personal.	Real.	Total.
Jan Ariaensen.....	£44.	£6.	£50.
Arie Cornelise Vogel			37.10
Amador Foupiere.....	47.	44.	91.
Seimen Haeckx.....			18.
Jabecq Jansen			18.
Nelttie Jans.....			11.
Jan Jansen Kuiper.....			18.
Dierck Volckerse.....	88.	72.	160.
Jabecq Dierckse.....	43.10	10.	53.10
Hendrick Barensse Smitt...	154.	40.	194.
Joseph Hall.....			23.
Willem Jacobse			18.
Theunis Gisberse Bogaertt		16.	16.
<hr/>			
Total valuation.....			£3174.10

Tax at one stiver per £ amounted to £13.4.6, or in current pay, Guilders 154.14.8.

The number of men who, in 1673, took the oath of allegiance to the newly established Dutch Government under Anthony Colve was 35.

APPENDIX VI.

RATE LIST OF BUSHWICK, 1676.

	Personal.	Real.	Total.
1 Gisbert Theunisse	£138.08	£44.	£182.08
2 Wouter Gisbertse.....	109.14	36.	145.14
3 Volkert Dierckse.....	143.18	50.	193.18
4 Charles Housman.....	75.18	22.	97.18
5 Cornelis Jansen	32.08	8.	40.08
6 Pieter Jansen			47.

	Personal.	Real.	Total.
7 Claes Cornelise.....			£ 28.
8 De La Forge.....			40.
9 (Manuscript destroyed)			
10 (Name illegible).....	£ 136.	£ 80.	216.
11 Albert Hendrickse.....			18.
12 Jan Caerlse			18.
13 Amador Foupiere.....			18.
14 Jan Cornelise Zeuw ...	54.02	34.	88.02
15 Evertt Hedeman	46.	27.	73.
16 Jan Korom.....	64.08	6.	70.08
17 Alexander Coquer.....	19.18	4.	23.18
18 Jan Lesquier.....	103.	56.	159.
19 Capt. Pietter Jansen Witt	206.03	100.	306.03
20 Jabecq Dierckse	45.18	20.	65.18
21 Pietter Schamp.....	34.10	18.	52.10
22 Joost Coeckwytt.....	90.10	30.	120.10
23 Seimen Haeckx			18.
24 Mettie Jansen.....	(Manuscript destroyed)		
25 Jan Jansen.....	"	"	
26 Hendrick Baerentse....	141.	40.	181.
27 Jans Cornelis Damen ..	113.03	56.	169.03
28 Jans Ariaense.....	37.04	6.	43.04
29 Cornelis Harmense Vogel			37.05
30 Pietter Parmentie	130.10	40.	170.10
31 Jacob Laroille	(Manuscript destroyed)		
32 Philip Berckelo.....			18.
33 Mattheis Jansen.....			18.
34 Theunis Gisberttse Bogaert		16.	16.
35 Oufie Cley	102.	24.	126.
Total valuation.....			£ 2960.14

Rated at 1d. on the pound sterling, amounted to £12. 6s. 9d.

APPENDIX VII.

RATE LIST OF BUSHWICK, 1683.

	Personal.	Real.	Total.
Constable Wouter Ghys-			
berts Verscheur.....	£144.	£44.	£188.
Jacob Jansen.....	118.	36.	154.
Pieter Jansen Meet.....			18.
Albert Hendrickzen.....			30.
Joost Kockuyt.....	112.06.6	44.	156.06.6
Charel Fonteyn.....	175.	122.	297.
Pieter Jansen Wit	243 07.6	100.	343.07.6
Jacques Cossart	78.	36.	114.
Pieter Jans Loy.....			46.10
Onvre Klay.....	60.	36.	96.
Claes Cornelis Kat	51.	26.	77.
Jan Cornelis Zeeu.....			28.
Cornelis Jansen Loy....	88.05.6	21.	109.05.6
Adriaen Laforse.....	68.05.6	17.	85.05.6
Jacob Dirckx			44.
Simon Haecx			18.
Joost Dury.....	84.	32.	116.
Pieter Parmentier (in-			
cluding a mill est. at 50.	24.	58.	82.
Pieter Jacobsen	23.	26.	49.
Volckert Dircksen.....	100.14	100.	200.14
Jan Miserol.....	86.10	64.	150.10
Jan Miserol the younger	36.	8.	44.

	Personal.	Real.	Total.
Jan Loquier.....	£ 111.	£ 56.	£ 167.
Neeltje Jans.....			11.10
Theunis Ghysberts		16.	16.
Hendrick Barents Smit.		32.	32.
Joost Adriaen's Widow.	49.10	50.	99.10
Jannitje Schamp.....			13.
Michel Parmentier.....	85.	60.	145.
 Total valuation.....			£ 2931.

The rate amounted to £ 12. 4s. 3d.

APPENDIX VIII.

LIST OF MEN IN BUSHWICK WHO TOOK THE OATH OF ALLEGIANCE IN 1687.

Volkert Dirckse	native
Pieter Janse de Witt	35 years in the country
Pieter Daniel.....	10 " " "
Adriaen La Forge	15 " " "
Jost Kockuyt.....	27 " " "
Isaac La Febre	4 " " "
Pieter Schamp.....	15 " " "
Wouter Gysbert Verschier....	38 " " "
Pieter Loyse	native
Jacques Fontaine.....	"
Pelgrom Klock.....	31 years in the country
Volkert Witt.....	native
Daniel Waldron	35 years in the country
Simon Haeckx	16 " " "
Cornelis Loyse.....	36 " " "

Jean Lequie.....	30	years in the country
Alexander Hendrickse	25	" " "
Jean Miseroll, Junior.....	20	" " "
Claes Cornelissen Kat.....	25	" " "
Michiel Palmentier	23	" " "
Vincent Bale.....	4	" " "
Pieter Para.....	28	" " "
Johanis Fontaine		native
Jean de Consilie.....	25	years in the country
Josst Durie.....	12	" " "
Jan Janse.....	36	" " "
Jacob Janse.....		native
Pieter Simonse		"
Jacob Dirckse Rosekrans....		"
Jochem Ver Schuer.....		"
Hendrick Ver Schuer		"
Laurens Koeck.....	26	years in the country

APPENDIX IX.

FROM THE CENSUS OF KINGS COUNTY ABOUT 1698.

A list of all the freeholders, their wives, children, apprentices and slaves within the Kings County, on Nassauw Island.

[Note.—“E.” affixed to the name means English; “F.” French.]

IN THE TOWN OF BOSWIJCK.

	Men.	Women.	Chil- dren.	Appren- tices.	Slaves.
Pieter Jans Wit.....	I	..	I	..	5
Dorothea Verschuur .....	..	I	I	I	3
Joos Duré (F.).....	I	I	..	..	..

	Men.	Women.	Chil- dren.	Appren- tices.	Slaves.
Albert Hendrickse	I	3	4	..	..
Hendrick Willemse	I	..	3	..	..
Abraham Detooy (F.)...	I	I	..	..	..
Jannetse Schamp .....	..	I	6	..	..
Jan Sevenhooven	I	..	2	..	..
David Sprong	I	I	2	..	..
Phillip Volkertsz.....	I	I	2	..	..
Pieter Willemse	I	I	2	..	..
Jacobus Looyse.....	I	I	I	2	..
Auke Reynierse	I	I	I	I	..
Jochem Verschuur	I	I	2	..	I
Willem West (E.).....	I	I	2	.	..
Nicholaes Brouwer	I	I	I	I	..
Gabriel Sprong.....	I	I	3	..	..
Pieter Looyse	I	I	6	..	..
Lourens Hook.....	2	I	6	..	..
Joos Duré, Senior (F.) ..	I	I	6	..	2
Michiel Parmentier (F.).	2	I	5	..	2
Pieter Usilia	I	I	4	..	..
Fredrick Symonse.....	I	I	3	..	2
Hendk Jansz Van Ames- foort.....	I	I	3	..	..
Jan Muserol (F.)	I	I	..	..	..
Thomas Baudé (F.).....	I	I	2	..	..
Cornelis Looyse.....	2	I	6	..	..
Jacob Bibon (F.).....	I	I	..	..	3
Jan Miserol, Junior (F.)	2	I	5	..	3
Anna Fontain .....	..	I	4	..	3
Hendricus De Foreest...	I	I	6	..	I
Theunis Woertman	I	I	2	..	3

	Men.	Women.	Chil- dren.	Appren- tices.	Slaves.
Barent Gerritz Vlasbeek	1	1	..	..	..
Anna Volkertse.....	..	1	8	..	2
Dirck Volkertze.....	1	1	3	..	2
Pieter Pra.....	1	1	6	..	8
Humphry Clay (E.)....	1	2	1	..	6
Abraham Brouwer....	1	1	2	2	..
Alexandre Coquer (F.)..	1	1	6	..	..
Jurian Coljer.....	2	2	3	..	..
Jean Lescuier (F.).....	3	2	1	..	..
Juriaen Nagel.....	1	1	5	..	5
Charles Fontaine (F.)...	2	1	4	..	1
Catelyntie Cats .. ....	..	1	3	..	..
Hendrick Janse.....	2	1	6	1	..
Arent Andriesse.....	1	1	2	..	..
Dirck Andriesse.....	1	1	..	..	..
	—	—	—	—	—
	51	49	141	8	52

APPENDIX X.

THE IMPROVED LANDS IN BUSHWICK IN 1706, AS THEN
IN FENCE, WERE AS FOLLOWS:

Owners.	Acres.
Hackert Hendricks' Widow	186
Peter Praa.....	68
Humphrey Clay	52
Peter De Wit's Widow	96
Charles Fountain.....	50
Teunis Wortman	97

Owners.	Acres.
Francis Titus	126
James Bobyne	50
John Meseroll.....	170
Jurian Hagell	95
Cornelis Van Katts.....	108
John Luquier	108
John Luquier's Mill.....	25
Philip Volkerts	54
Peter Loysten	50
Joost Camp	40
Jochem Verscheur	60
Auck Hegeman.....	40
Peter Williams	60
Joost Dyeye.....	107
Garret Cooke	50
Cobus Collier	20
William West	14
Derick Andriese.....	14
Cornelius Layndon.....	52
Hendrick Jansen.....	54
Gysbert Bogert.....	10
Dorothy Verscheur	70
Gabon Laquill	36
Ann Andriessen	30
Gabriel Sprong.....	16
Teunis Titus	47
Hendrick De Forest.....	14
Jacobus Jansen.....	20
Charles Folkerts.....	110

Owners.	Acres.
John Hendrick	26
Frederic Symonds	61
Philip Nagel.....	13
<hr/>	
Total acres...	2,443

CHAS. L. FOUNTAINE, } Assessors.
 PETER PRAA, }
 PETER CORTILLEAU, Surveyor.

APPENDIX XI.

BUSHWICK DIVISION OF THE REGIMENT OF MILITIA IN KINGS COUNTY, 1715.

France Titus, Captain	Abraham Laquer
Frederick Simson, Lieut.	David Van Katt
Tunis Wortman, Ensign	Charles Coenertt
Cornelius Van Katt	Peter Conselje
John Missarole	Jacobus Cosine
Aren Anderson	Simon Derje
Joras Isolin	Andresse Andresin
Johannis Albertsen	Johannis Coljor
Johannis Van Katt	Garrett Sprong
Isaac Laquer	John Sprong
Peter Coljor	Jacobus Coljor
Peter Laquer	Dirick Adrajanse
Isaac Loise	Johannis Bookhoutt
Total, 26.	

APPENDIX XII.

A LIST OF ALL THE INHABITANTS OF THE TOWNSHIP
OF BUSHWYCK—BOTH WHITE AND BLACK—
MALES AND FEMALES, IN 1738.

THE NAMES OF THE
MASTERS OF HOUSE
OR MISTRESS, ETC.

	White Males Above 10 Years.	Under 10 Years.	White Females Above 10 Years.	Under 10 Years.	Black Males Above 10 Years.	Under 10 Years.	Black Females Above 10 Years.	Under 10 Years.
Johannes Schenck	1	0	1	0	1	0	2	0
David Sprongh	3	1	3	0	0	0	0	0
Marijtie Schenck	4	3	0	1	1	0	1	1
Jannitie Van Ende	6	1	0	1	2	0	1	0
Simon Dorijie	3	0	2	1	0	0	1	0
Charel Dorijie	2	4	2	1	1	2	2	0
Folkert Folkertse	1	1	1	0	1	0	0	0
Necklaas Folkertse	1	0	4	0	1	0	0	0
Jacobus Cozyn	2	0	2	0	2	0	1	0
Pieter Fonck	4	1	2	1	0	1	0	0
Gertruy Wortman	2	2	1	0	0	0	0	0
Abraham Coeck	1	1	1	2	0	0	0	0
Joost Dorijie	1	0	1	0	0	0	0	0
Jacob Pieterse	2	0	2	2	0	0	0	0
Arent Stockholum	2	0	5	0	1	0	0	0
Daniel Bodet	2	2	2	1	1	0	0	0
Jurijen Nagel	2	0	2	0	1	1	2	0
Hendrick Vande Wte.	1	3	1	0	0	0	0	0
Femmetie Anders	2	0	2	0	0	0	0	0
Abraham Liquir	4	0	4	2	0	0	0	0

THE NAMES OF THE
MASTERS OF HOUSE
OR MISTRESS, ETC.

	White Males Above 10 Years.	Under 10 Years.	White Females Above 10 Years.	Under 10 Years.	Black Males Above 10 Years.	Under 10 Years.	Black Females Above 10 Years.	Under 10 Years.
Tryntie Calijer.....	2	0	2	0	0	0	0	0
Jacobus Calijer.....	1	0	1	1	0	0	0	0
Pieter Wit	3	1	4	3	1	0	0	0
Johannis Pieter.....	1	0	2	0	0	0	0	0
David Cats.....	1	0	2	3	0	0	0	0
Alexander Berd	2	0	2	0	1	1	1	0
Pieter Praa	1	0	1	0	4	2	3	0
Derck Wortman.....	2	0	1	0	2	1	2	1
Frans Tijtus.....	2	1	1	2	3	0	2	0
Thomas Fardon	5	0	2	2	3	0	2	0
James Bobijn.....	1	0	1	0	1	1	4	5
Andries Stockholum..	2	1	2	3	1	0	0	0
Johannis Calijer.....	3	0	4	1	0	0	0	0
Jacobus Calijer.....	2	0	3	0	0	0	0	0
Johannis Boechut....	3	0	5	1	1	0	0	0
Tuenis Rapellie	1	0	1	2	1	0	0	0
Abraham Dorijie	4	2	3	2	0	0	0	0
Leffert Leffertse.....	1	0	1	3	1	0	0	0
Jan Mesrol.....	4	1	4	2	1	1	1	0
Pieter Consellie.....	2	2	5	0	0	0	0	0
Johannis Aberse.....	3	0	6	1	1	0	1	0
—	—	—	—	—	—	—	—	—
92	27	91	39	31	11	27	9	

Compt.: 325 Ziele (Souls).

APPENDIX XIII.

A LIST TAKEN BY CAPTAIN FRANCIS TITUS, OF BUSHWICK, IN 1755, OF THE SLAVES BELONGING TO THE INHABITANTS OF HIS DISTRICT IS AS FOLLOWS:

Owner's name.	Male.	Female.
John Misroll	1	1
John Liequare.....	..	1
George Durje	1	1
Folkert Folkertsen.....	2	2
William Bramebosch.....	2	1
John Roseveldt.....	1	..
Jacob Misroll.....	..	1
Nicholas Lefferts	1	..
Catherine Lefferts		
Abraham Liequere	1	..
Marritje Woertman .....	..	1
David Van Cots	1	..
Theodorus Polhemus.....	1	1
Daniel Burdet.....	2	2
Jacob Durje.....	1	1
Peter Lot .....	..	1
Abraham Schenck	4	1
Evert Van Gelder.....	..	1
Nector Folkertsen	1	1
Andris Stucholm .....	..	1
Peter Conselje.....	..	1
Capt. Francis Titus.....	1	2
Abraham Miller .....	..	1

APPENDIX XIV.

TAXABLE VALUATION.

BUSHWICK.

	Real Estate.	Personal Estate.
1805.....	\$ 275,007	
1806.....	275,000	
1812.....	265,859	
1813.....	267,804	
1814.....	270,112	
1815.....	262,889	
1816.....	265,969	
1817.....	250,955	\$ 11,954
1818.....	250,707	11,221
1819.....	280,104	37,095
1820.....	273,712	32,181
1821.....	255,125	31,994
1822.....	254,289	31,657
1823.....	226,564	30,814
1824.....	208,800	36,459
1825.....	232,512	89,136
1826.....	238,687	93,097
1827.....	251,082	96,674
1828.....	359,675	47,803
1829.....	405,945	63,544
1830.....	441,355	56,908
1831.....	475,570	67,925
1832.....	479,610	66,590
1833.....	588,345	66,280
1834.....	923,210	74,991

	Real Estate.	Personal Estate.
1835.....	2,665,753	294,056
1836.....	3,270,326	256,200
1837	2,496,693	610,676
1838.....	2,493,771	302,122
1839.....	2,682,546	326,897
1840.....	408,819	83,950
1841.....	427,820	71,700
1842.....	451,670	72,950
1843.....	419,720	56,400
1844.....	444,433	88,700
1845.....	472,161	74,850
1846.....	568,970	119,750
1847.....	661,560	93,600
1848.....	737,635	83,600
1849.....	801,845	89,000
1850.....	913,375	113,130
1851.....	2,069,618	128,200
1852.....	No Record	No Record
1853.....	"	"
1854.....	"	"

APPENDIX XV.

TAXABLE VALUATION.

WILLIAMSBURGH.

	Real Estate.	Personal Estate.
1840.....	\$ 2,409,171	\$ 297,121
1841.....	2,452,490	224,101
1842.....	2,421,996	225,410

	Real Estate.	Personal Estate.
1843.....	2,130,970	170,850
1844.....	2,281,443	248,150
1845.....	2,406,606	313,300
1846.....	2,773,994	260,440
1847.....	2,922,802	202,360
1848.....	3,271,720	199,700
1849.....	3,507,355	167,200
1850.....	4,139,219	287,416
1851.....	8,562,788	361,333
1852.....	9,431,420	514,400
1853.....	10,784,714	1,331,594
1854.....	11,242,655	1,614,559

APPENDIX XVI.

LAWS RELATING TO WILLIAMSBURGH.

VILLAGE OF WILLIAMSBURGH INCORPORATED.

By Chapter 260 of Laws of 1827 (p. 270), passed April 14th, 1827, the section of the town of Bushwick, known by the name of Williamsburgh, and contained within the following bounds, viz: Beginning at the bay, or river, opposite the town of Brooklyn and running thence easterly along the division line between the towns of Bushwick and Brooklyn to the land of Abraham A. Remsen, thence northerly by the same to a road or highway at a place called Sweed's Fly, thence by the same highway to the dwelling house late of John Vandervoort, deceased, thence in a straight line northerly to a small ditch or creek against the meadow

of John Skillman, thence by said creek to Norman's Kill, thence by the middle or centre of Norman's Kill to the East River, thence by the same to the place of beginning, was incorporated a village by the name of the Village of Williamsburgh; the said village was constituted a road district exempt from the superintendence and power of the commissioners of highways of the town of Bushwick, and the trustees of said village were invested with all the powers over said road district, and subject to all the duties in relation thereto, by law conferred or enjoined upon said commissioners; and said trustees were further required to cause to be made a survey and map of said village, exhibiting the streets, roads and alleys to be permanently laid out, etc., which map should be kept by the clerk of the corporation, subject to the inspection of the inhabitants, etc., in order that no person might plead ignorance of the plan to be adopted for opening, laying out, leveling and regulating the streets of said village; and said trustees were authorized on application in writing to order and direct the pitching, regulating and paving the streets according to such map, to widen and alter all public roads, streets and highways, already laid out in said village, to a width not exceeding sixty feet, and to lay out and make such other roads and streets conformable to the map of said village as they should think necessary or convenient for the inhabitants.

PART of BUSHWICK ANNEXED TO WILLIAMSBURGH.

By Chapter 102 of Laws of 1835 (p. 88), passed April 18th, 1835, a portion of the town of Bushwick,

"beginning at the southeast corner of the present village of Williamsburgh, running thence southeasterly along the line that divides the town of Bushwick and the city of Brooklyn, to a turnpike road leading from Brooklyn to Newtown and Flushing, at a point near, and southwesterly of the house of Charles De Bevoise, thence running along said road northeasterly to the Cross-Roads, then northerly along the road leading to Bushwick church to the Williamsburgh and Jamaica turnpike, thence northerly along the road, passing the church, and leading to Newtown bridge, about twelve hundred feet, to an abrupt angle in said road, turning to the east, then westerly about eighteen hundred feet, until it intersects the head of navigation of a branch of Bushwick creek, then westerly along said branch creek, according to its meanderings, to the Main creek, which is the present boundary of the said village of Williamsburgh, then southerly along the eastern boundary line of the said village of Williamsburgh to the place of beginning," was annexed to the village of Williamsburgh, and Nicholas Wyckoff, David Johnson, Peter Stagg, Robert Ainslie and John Leonard were appointed commissioners "to designate and permanently locate all the streets and roads to be thereafter laid out by the trustees of said village within the limits of the territory by said act added to said village bounds," and were required within four months to file with the clerk of the county of Kings, and with the clerk of said village, maps of such additional territory, exhibiting all the streets and roads decided upon by them.

TOWN OF WILLIAMSBURGH.

By Chapter 51 of Laws of 1840 (p. 35), passed March 16th, 1840, that part of the town of Bushwick included within the chartered limits of the village of Williamsburgh was created the town of Williamsburgh, and divided into three assessment districts.

ANNEXATION OF PART OF BROOKLYN TO
WILLIAMSBURGH.

By Chapter 144 of Laws of 1850 (p. 242), passed April 4th, 1850, so much of the territory of the city of Brooklyn as lies east of the centre of Division Avenue, between the intersection of South Sixth Street, in the village of Williamsburgh, and Flushing avenue, in the city of Brooklyn, was annexed to the village of Williamsburgh.

CITY OF WILLIAMSBURGH INCORPORATED.

By Chapter 91 of Laws of 1851 (p. 110), passed April 7th, 1851, the city of Williamsburgh was incorporated, comprising the village of Williamsburgh, and was divided into three wards, and the common council thereof was authorized, under certain restrictions and limitations, to cause streets and avenues to be opened and widened, etc., and public squares and parks to be opened, etc.

CONSOLIDATION OF BROOKLYN, WILLIAMSBURGH
AND BUSHWICK.

By Chapter 577 of Laws of 1853, passed July 18th, 1853, provision was made for consolidating the cities

of Brooklyn and Williamsburgh and the town of Bushwick.

By Chapter 384 of Laws of 1854 (p. 829), passed April 17th, 1854, all that part of the county of Kings, known as the cities of Brooklyn and Williamsburgh and the town of Bushwick, and bounded easterly by the town of Newtown, Queens County, south by the towns of New Lots, Flatbush and New Utrecht, west by the town of New Utrecht and the Bay of New York, and north by the East River, was consolidated into one municipal corporation called the city of Brooklyn, and divided into eighteen wards, and into the Eastern and Western Districts.

DISTINCTION OF EASTERN AND WESTERN DISTRICTS ABOLISHED.

By Chapter 496 of Laws of 1855 (p. 905), passed April 14th, 1855, all local distinctions recognized by law, in relation to the Eastern and Western Districts, of the city of Brooklyn, were abolished, except so far as relates to the fire department thereof.

APPENDIX XVII.

THE SOLID MEN OF WILLIAMSBURGH.

In 1847 a list in pamphlet form was published, containing the names of citizens of Brooklyn and Williamsburgh, whose possessions in real and personal estate amounted to ten thousand dollars and upwards.

We here give the names of the "Solid Men of Williamsburgh," taken from the list:

Ainslie, James.....	\$ 15,000
Baker, Mills P.....	20,000
Brown, Wm. H. E.....	20,000
Berry, Richard B.....	20,000
Burdett, Joshua A.....	15,000
Burdon, Jos. W.....	15,000
Cook, John.....	20,000
Coffin, Timothy.....	10,000
Darlington, Thomas.....	10,000
Cummings, Abijah P.....	35,000
Duncan, Fleming.....	25,000
Farley, Edward.....	20,000
Graves, Downing G.....	25,000
Lake, Richard	30,000
Lake, Thomas.....	30,000
Lake, William.....	40,000
Laytin, William.....	30,000
Leaycraft, Richard.....	200,000
Leaycraft, William.....	10,000
Minturn, E. & H.....	150,000
Moore, Thomas C.....	15,000
Morrell, Francis V.....	25,000
M'Briar, John.....	15,000
Meserole, David M.....	20,000
Miles, W. B	25,000
Miller, John.....	20,000
Odell, Jonathan.....	25,000
Polley, Grahams.....	40,000
Richardson, Lemuel.....	30,000

Ricard, George.....	25,000
Sargeant, Thomas.....	25,000
Skillman, John	35,000
Sparkman, James D.....	300,000
Ten Eyck, Richard.....	25,000
Thursby, John.....	25,000
Ulford, Levi W.....	40,000
Van Sant, T. J.....	25,000
Wall, William.....	25,000
Waterbury, J	175,000
Waterbury, N.....	200,000
Waterbury, L.....	40,000
Van Dorn, Rev. W. H.....	40,000
Warner, T.....	30,000
Withington, Elijah.....	30,000

APPENDIX XVIII.

Inscriptions on tombstones in the ancient Bushwick graveyard, still visible in 1861, were copied by Dr. Stiles:

Died.	Age.
Andries Stockholm	1773 76 years
Isaac Lott.....	1771 66 "
Capt. Lawrence Coe	1780 50 "
Abraham Bogert.....	1792 69 "
Maria Bourem.....	1807 69 "
Sarah Ann Skillman.....	1845 26 "
Andrew Van Horn.....	1828 78 "
Baffir Van Horn (his wife).....	1837 91 "
Francis Titus.....	1802 74 "

	Died.	Age.
Francis Williams.....	1797	1 year
Francis Titus.....	1799	24 years
David Miller	1817	61 "
Isaac Debevoise.....	1831	74 "
1749—D. B. M. D. B.		
1758—H. B. B.		

APPENDIX XIX.

Inscriptions on tombstones in the Schenck family burying ground, on the Wyckoff farm, were copied by Dr. Stiles in 1860:

	Died.	Age.
Johannes Schenck.....	1748	92 years
Cornelis Schenck.....	1740	"
Nellie Schenck....	1763	17 "
Maria Magdalena Schenck.....	1779	17 "
Elsie Schenck.....	1782	25 "
Abraham Schenck.....		16 days
Maria Schenck.....	1740	50 years
Maria Magdalena Schenck.....	1729	70 "
Maria Schenck.....	1776	19 "
Maria Magdalena McPhern.....	1782	1 year
Teunis Schenck	1800	83 years
Catherine Schenck.....	1793	65 "
Peter T. Schenck.....	1808	36 "
Elizabeth O'Neale.....		
John O'Neale.....	1816	64 "
Catherine Dandy.....	1828	32 "
Catherine Schenck.....	1858	18 "
Peter P. Schenck.....	1832	39 "

APPENDIX XX.

Tombstones in the Bushwick churchyard, copied in 1880 by Geo. Sparrow, A. M. This list is taken from the Kings County Genealogical Club Collections, which contain the inscriptions in full. Some of the tombstones were removed from the ancient graveyard to this place:

	Died.	Age.
Anderies Stockholm.....	1773	76 years
Elizabeth Cornel.....	1780	55 "
Capt. Lawrence Coe.....	1780	50 "
William Morrell.....	1831	30 "
Isaac De Bevoise	1831	74 "
Maria Jane De Bevoise	1831	1 mth.
Magdalena De Bevoise.....	1831	1 year
Adrianna De Bevoise.....	1833	27 years
Patrick Weir.....	1799	26 "
Ann Anderson		22 "
Frederick Hueth.....	1802	56 "
M. Elmd.....		
B. B., D. B. M.—1756.		
John A. Meserole	1833	82 "
Gertrude Meserole	1801	35 "
John V. Robbins.....	1831	23 "
Jeremiah Meserole.....	1827	34 "
Mercy Baseley	1833	31 "
Ellen Maria Baseley.....	1836	
David Miller.....	1823	38 "
David Miller.....	1815	61 "
Catherine Miller.....	1794	
John Meserole.....	1817	1 year

	Died.	Age.
Harmpie Van Cotts.....	1814	52 "
Sarah Van Cott.....	1828	32 "
David Van Cott.....	1824	70 "
Sarah Schenck.....	1838	61 "
Sarah Elizabeth Schenck.....	1839	6 mths.
John Schenck.....	1842	2 mths.
Abraham Vandervoort.....	1849	64 years
Stephen Schenck.....	1850	45 "
Anna Swezey.....	184.	-
H. Ann-----	..	-
-----	1842	-
Four stones, inscription side down.		
—s Bogert.....	1819	
Hannah Cantrell.....	1843	43 "
Jeremiah Boerum.....	1817	27 "
Jacob Boerum.....	1852	82 "
Adrienna Boerum.....	1835	81 "
Large plot, enclosed, with railing, no stones.		
Jacob Van Cotts.....	1845	81 "
David Van Cotts.....	1845	46 "
John Schenck.....	1844	77 "
Gertrude Schenck.....	1849	53 "
William Degraw.....	1826	33 "
Samuel Holcomb Meeker.....	1829	2 "

APPENDIX XXI.

OBSOLETE STREET NAMES IN THE EASTERN DISTRICT.

Since the question of altering the names of many streets in this borough is to be taken up shortly, it may

be of interest to review the change of street names that has taken place in the past in the Eastern District.

When Williamsburgh, Bushwick and Greenpoint were distinct settlements, each section had a series of numerical streets by itself, not considering those streets in Williamsburgh that are known as South First, etc., and North First, etc. The Williamsburgh series is well remembered by many of the present day residents of the district, as the change to "named streets" was made at a comparatively recent date; but the numbered streets of Bushwick and Greenpoint were altered at the time of the consolidation with Brooklyn in 1855.

From the attached list of street names altered for the greater part since that time, it will be noticed that these changes have been greater than is generally believed. The list may not be complete, nor free from error, but the compiler believes that it will give a fair idea how far-reaching these changes have been.

A Street is now Ash Street.

Adams Street, Bowronville, is now Melrose Street.

Adams Street, Greenpoint, from Front Street to Newtown Creek, between Jefferson and Jackson Sts.

Agate Street, Bushwick, is now Florence Place, formerly Jefferson Street.

Ann Street, Bowronville, is now Belvidere Street.

Ann Street, Greenpoint, from Commercial Street to Newtown Creek.

Ann Street, North Brooklyn, is now Cross Street.

B Street is now Box Street.

Banzett Street is now Debevoise Avenue.

Bay Street is now part of West Street.

Bedford Green was bounded by Franklin Avenue, Atlantic Avenue, Bedford Avenue and Fulton Avenue.

Bridge Street, later Bridge Avenue, is now Paidge Avenue.

Broadway was the name given to Division Avenue in its entire length before consolidation and in general use for some years.

Browne Street is now North First Street.

Brooklyn and Newtown Turnpike Road was replaced by Flushing Avenue.

Burr Place, from 18 Noll Street, is now closed.

Bushwick Avenue included Old Woodpoint Road from North Second Street to Withers Street in the '50's.

Bushwick Avenue, part of it became Old Bushwick Avenue, now Bushwick Place.

Bushwick Bridge, Franklin Street, Greenpoint.

Bushwick Boulevard was the name proposed for the road taking in Bushwick Avenue and other Streets.

Bushwick Road, also known as Old Bushwick Road. (See Old Bushwick Road.)

Bushwick Street—lower part of present Metropolitan Avenue, near the shore; was later called Woodhull Street, then North Second Street.

C Street is now Clay Street.

Calvary Road, or

Calyer Road is now part of Calyer Street.

Center Street is now part of Melrose Street.

Charles Place, Bowronville, was near Myrtle Street.

Charles Place, later Yates Place, now Sumner Place.

Charles Street, later First Street, now Kent Avenue.

Chestnut Street is now part of DeKalb Avenue.

Clay Street, from Front Street to Newtown Creek.
Clifford Street is now Clifford Place.

Clinton Avenue or Street.

Clove Road, from Fulton Avenue, between Bedford Avenue and Nostrand Avenue, to Flatbush.

Colonade Row was on east side of Smith Street, between Richardson and Herbert Streets.

Conselyea Street, Bowronville, is now Stanhope Street.

Cripplebush and Mespat Road replaced by Flushing Avenue.

Cross-Roads—Cripplebush and Mespat Road and Bushwick Road.

Cypress Hills Macadamized Road, formerly Cypress Hills Plank Road.

Cypress Hills Plank Road is now part of Johnson Avenue and Cypress Avenue.

D Street is now Dupont Street.

DeKalb Place, Bowronville, is now part of DeKalb Avenue.

Dick Street, from Commercial Street to Newtown Creek, between Ann and Eve Streets.

Division Avenue is now, for the most part, covered by Broadway.

Division Street is now Division Place.

Driggs Street, formerly Fifth Street, Williamsburgh, is now part of Driggs Avenue.

Dunham Street was lower part of Grand Street.

Duryea's Lane ran from Division Avenue to Bushwick Road, between Eldert and Covert Streets.

Duryea Street is now Weirfield Street.

E Street is now Eagle Street.

Eighth Street, Williamsburgh, is now part of Marcy Avenue.

Eighth Street, Greenpoint, is now Jewel Street.

Eleventh Street, Williamsburgh, is now part of Hooper Street.

Elizabeth Street, later Fairfax Street, now part of Chauncey Street.

Elm Street is now part of Hart Street.

Evergreen Avenue was originally the part of Bushwick Avenue above Madison Street.

Eve Street, from (old) Union Avenue to Newtown Creek, between Box and Commercial Streets.

F Street is now Freeman Street.

Fairfax Street, formerly Elizabeth Street, now part of Chauncey Street.

Ferry Street was near Washington Street.

Fifth Street, Williamsburgh, later Driggs Street, is now part of Driggs Avenue.

Fifth Street, Greenpoint, is now part of Oakland Street.

Fifth Street, Bushwick, later Van Cott, is now part of Driggs Avenue.

Fillmore Street was near Smith Street.

First Street, Williamsburgh, is now part of Kent Avenue.

First Street, Greenpoint, is now part of Lorimer Street.

• First Street, Bushwick, is now part of Calyer Street.

Fourth Street, Williamsburgh, is now part of Bedford Avenue.

Fourth Street, Greenpoint, is now part of Eckford Street.

Fourth Street, Bushwick, later Nassau Street, now Nassau Avenue.

Franklin Block, Bushwick, was on Herbert Street.

Franklin Block, Greenpoint, was on Franklin Street, between Milton Street and Greenpoint Avenue.

Franklin Place was on south side of Powers Street, between Graham Avenue and Ewen Street.

Fresh Pond Lane was a narrow lane leading from the southerly end of New Bushwick Lane to the Fresh Ponds of Newtown, about present Moffatt Street.

Front Street, laid out on map under water.

Fulton Avenue is now part of Fulton Street.

Furman Street is now Furman Avenue.

G Street is now Green Street.

Greene Street is now part of Greene Avenue.

Guilford Street is now part of Olive Street.

Greenpoint Avenue, formerly L Street, then Greenpoint Avenue, then National Avenue, is now Greenpoint Avenue again.

Gwinnett Street is now part of Lorimer Street.

H Street is now Huron Street.

Hamburg Street, formerly Johnson Avenue, is now Hamburg Avenue.

Harrison Street is now Harrison Place.

Henry Street is now North Henry Street.

Hickory Street is now Lexington Avenue.

Homer Street, later Third Street, now Berry Street.

Hudson Avenue is now Kingston Avenue.

Hull Street, Bowronville, is now De Sales Place.

I Street is now India Street.

Irving Place was on the east side of Third Street, between South Eighth and South Ninth Streets.

Ivy Street is now part of Madison Street.

J Street is now Java Street.

Jackson Street, from Front Street to Newtown Creek, is now Charlick Street.

Jacob Street is now part of Putnam Avenue.

Jay Street, near Cross-Roads.

Jamaica Turnpike is now Metropolitan Avenue.

Jane Street is now covered by Greenpoint Park.

Jefferson Place was on east side of Seventh Street, between South Fifth and South Sixth Streets.

Jefferson Street, Brooklyn, is now part of Jefferson Avenue.

Jefferson Street, Bushwick, later Spruce Street, then Agate Street, is now Florence Place.

Jefferson Street, Greenpoint, is now Vail Street.

John Street, later Vigelius Street, is now part of Jefferson Avenue.

Johnson Avenue, later Hamburg Street, is now Hamburg Avenue.

Johnson Square was bounded by Lee Avenue, Lynch Street, Bedford Avenue, Flushing Avenue and Gwinnett Street.

Johnson Street is now Johnson Avenue.

K Street is now Kent Street.

Kijkuit Lane connected Bushwick Church with the Kijkuit.

Kosciusko Place, or Avenue, is now part of Kosciusko Street.

L Street is now Greenpoint Avenue, and for a time was known as National Avenue.

Lafayette Place was on west side of South Fourth Street, between Sixth and Seventh Streets.

Lane to Norman's Kill branched off the Woodpoint Road, covered by part of Driggs Avenue.

Lawton Street is now Lawton and Cedar Streets.

Lefferts Park, bounded (on the map) by Tompkins, Throop and Gates Avenues and Quincy Street.

Leopold Place, formerly Covert Avenue, now Purdy Place.

Lewis Place was on north side of Second Street, between South Tenth and South Eleventh Streets.

Liberty Street, near D and F Streets.

Linden Place was on south side of Sandford Street, between Smith and Ewen Streets.

Linden Avenue is now Sharon Avenue.

Linden Street, Bushwick, is now part of Morgan Avenue.

Long Row was on Smith Street.

M Street is now Milton Street.

Madison Place was on east side of Oak Street, between Franklin and Washington Streets.

Madison Street is now Troutman Street.

Magnolia Street is now part of Gates Avenue.

Margareta Street is now part of Halsey Street.

Marshall Street is now Siegel Street.

Marshfield Row was on Division Avenue.

Masters' Bridge now Metropolitan Avenue Bridge.

Maxwell Street, later Second Street, Williamsburgh, now Wythe Avenue.

McWay Place was on south side of Fifth Street, between North Eighth and North Ninth Streets.

Meserole Street, Greenpoint, is now Meserole Avenue.

Metropolitan Avenue was originally from Bushwick Avenue to Newtown Creek.

Mill Lane ran from Woodpoint Road to Luqueer's Mill.

Monroe Place was on South Fifth Street, between Sixth and Seventh Streets.

Monroe Street, Cross Roads, is now Montieth Street.

Morrell Street ran from Debevoise Street to Remsen Street.

Myrtle Avenue and Jamaica Plank Road is now part of Myrtle Avenue.

Myrtle Street is now part of Willoughby Avenue.

N Street is now Noble Street.

Nassau Street, formerly Fourth Street, Bushwick, is now Nassau Avenue.

National Avenue, formerly L Street, then Greenpoint Avenue, is now Greenpoint Avenue again.

New Bushwick Lane ran from Bushwick village into the New Lots of Bushwick.

New Bushwick Road was laid out in 1704 to connect the old Bushwick Road with the Kings Highway to Jamaica.

Newtown Bridge on (old) Union Avenue, same as present Vernon Avenue steel bridge.

Newtown Road or Turnpike, replaced by Flushing Avenue.

Newtown Road or Turnpike, or North Road, is now Meeker Avenue.

Ninth Street, Williamsburgh, is now part of Rodney Street.

Ninth Street, Greenpoint, is now Moultrie Street.

Norman Street, formerly Third Street, Bushwick, then Union Street, now Norman Avenue.

North Road is now Meeker Avenue.

North Street is now Hope Street.

North Second Street, originally Bushwick Street, later Woodhull Street, ran from East River to Bushwick Avenue, is now part of Metropolitan Avenue.

O Street is now Oak Street.

Old Bushwick Avenue is now Bushwick Place.

Old Bushwick Road led from Bushwick Green along present Bushwick Avenue, Bushwick Place, Bushwick Avenue, Madison Street, Evergreen Avenue, Central Avenue to the Green Hills.

Old Mill Road ran from Bushwick Church to the Woodpoint Road in present Debevoise Avenue, between Bennett and Parker Streets.

Old Road, remnant of Woodpoint Road, is now Old Woodpoint Road.

Orchard Street is now part of Manhattan Avenue.

P Street is now part of Calyer Street.

Paca Avenue is now Rockaway Avenue.

Park Place is now Park Street.

Peck Slip was a name given to foot of Broadway around ferry to Peck Slip, New York City.

Pell Street is now Bell Street.

Pilling's Lane ran from Division Avenue to Bushwick Road.

Prospect Street is now Noll Street.

Q Street is now Quay Street.

Railroad Avenue is replaced by Atlantic Avenue.

Reed Avenue is now Reid Avenue.

Reed Road connected Hunterfly and Cripplebush Roads.

Reid Square bounded (on the map) by Stuyvesant Avenue, McDonough Street, Reed Avenue, Halsey Street.

Remsen Street is now Maujer Street.

River Street is now Wallabout Street.

Rockaway Path, or Pass, led from the southerly end of New Bushwick Lane across the Green Hills to Kings Highway to Jamaica.

Sandford Street is now Bayard Street.

Schols Street is now Scholes Street.

Schuyler Street replaced by Atlantic Avenue.

Second Street, Williamsburgh, is now part of Wythe Avenue.

Second Street, Bushwick, is now part of Meserole Avenue.

Second Street, Greenpoint, later Orchard Street, is now part of Manhattan Avenue.

Seventh Street, Williamsburgh, is now part of Havemeyer Street.

Seventh Street, Greenpoint, is now Diamond Street.

Sixth Street, Williamsburgh, is now Roebling Street.

Sixth Street, Greenpoint, is now Newell Street.

Skillman Street is now Skillman Avenue.

Smith Avenue, formerly Wyckoff Street, is now part of Humboldt Street.

Smith Street is now part of Humboldt Street.

South Seventh Street is now part of Broadway.

South Sixth Street, above Bedford Avenue, is now part of Broadway.

Spring Terrace was on Meeker Avenue.

Spruce Street—see Agate Street.

Swaaten Fly was the marshy ground on the junction of North Second and Eighth Streets.

Tenth Street, Williamsburgh, is now part of Keap Street.

Thames Street from Varick Avenue to Newtown Creek is now Thomas Street.

Third Street, Williamsburgh, is now Berry Street.

Third Street, Greenpoint, is now part of Leonard Street.

Third Street, Bushwick, later Union Street, then Norman Street, is now Norman Avenue.

Townsend Row was near Ann Street (present Cross Street).

Twelfth Street, Williamsburgh, is now part of Hewes Street.

Union Avenue, Greenpoint, later Union Place, is now part of Manhattan Avenue.

Union Place, formerly Union Avenue, Greenpoint, is now part of Manhattan Avenue.

Union Street, formerly Third Street, Bushwick, then Norman Street, is now Norman Avenue.

Van Cott Street, or Avenue, ran from Leonard Street to Meeker Avenue, is now part of Driggs Avenue.

Vanderveer Street, or Avenue, is now part of Eastern Parkway extension.

Van Pelt Avenue is now Engert Avenue.

Van Ranst Street, from river shore to Walter Street, between Grand and North First Streets.

Van Voorhies Street is now part of Decatur Street.

Vigelius Street, formerly John Street, is now part of Jefferson Avenue.

Wall Street is now Arion Place.

Walloon Street is now Wallock Street.

Walter Street, later Water Street, now River Street.

Washington Place was on east side of South Sixth Street, between Fourth and Fifth Streets.

Washington Street, Bowronville, is now Bremen Street.

Washington Street, Greenpoint, is now West Street.

Washington Street, Bushwick Green, is now Hausman Street.

Washington Street, Bushwick Cross Roads, from Remsen Street to Grand Street, between Jefferson and Waterbury Streets, later Lafayette Street, is now La Grange Street.

Washington Street, Williamsburgh, later Dunham Street, now lower part of Grand Street.

Water Street ran from Wallabout Bridge to Williamsburg ferry, replaced by Kent Avenue, part ran

later from South First Street to North Third Street; remnant left is present River Street.

Wesley Place was on east side of South Second Street, between Fifth and Sixth Streets.

Williamsburgh and Cypress Hills Plank Road is now part of Johnson Avenue and Cypress Avenue.

Williamsburgh Road. A part of this road was incorporated in Kent Avenue and another part became Hospital Lane.

William Street, Bushwick, is now Monitor Street.

William Street, Bowronville, is now Aberdeen Street.

Williams Row was on (old) Madison Street, on present Troutman Street.

Witherspoon Street is now Vernon Avenue.

Woodhull Street, former Bushwick Street, later North Second Street, is now part of Metropolitan Avenue.

Woodpoint Road, or Old Road, ran from Bushwick village to Newtown Creek, near Franklin and Green Streets. A branch led to Norman's Kill.

Wyckoff Street, Bushwick Green, later Smith Avenue, is now part of Humboldt Street.

Wyckoff Street, Bushwick Cross-Roads, is now Ten Eyck Street.

Yates Avenue is now Sumner Avenue.

Yates Place, formerly Charles Place, is now Sumner Place.

Franklin Street, Bushwick Green, near Graham Avenue.

Peck Slip Road, in Wallabout section, leading to ferry.

Jamaica Road, or Turnpike, Brooklyn, later Fulton Avenue, now part of Fulton Street.

Carsville, Malboneville and Weeksville, neighborhoods in Bedford.

APPENDIX XXII.

ORIGIN OF SOME OF THE STREET NAMES.

The origin of some of the street names is given by Dr. Stiles as follows:

Bushwick Street, later Woodhull Street, then North Second Street, and at the present day Metropolitan Avenue.

The lower, and then narrow part of Grand Street, before widening, was Dunham Street.

In the first village of Williamsburgh, Grand Street was the centre, and on one side were South First to South Eleventh Streets, and on the other side North First to North Thirteenth Streets, and parallel with the river First to Twelfth Streets, and a short street close to the river called River Street.

Lorimer Street and Graham Avenue were named after John and James Lorimer Graham, two land jobbers of 1836.

Ewen Street, now part of Manhattan Avenue, was named after Daniel Ewen, a city surveyor, residing in New York City, who surveyed both the new and the old village.

Bushwick Avenue was the boundary line between

the enlarged village of Williamsburgh and Bushwick.

Powers Street was named from William P. Powers, a clerk of John Lorimer Graham, who was made nominal proprietor of nine hundred and thirty-nine lots for the convenience of the sale, and also of other parcels of land.

Ainslie Street, after Judge Ainslie.

Devoe Street, after the Devoes in Bushwick village.

Conselyea Street ran through the farms of Andrew Conselyea and his brother.

Skillman Avenue, after John Skillman Sr.

Jackson Street, probably after Daniel Jackson, who had some landed interests in Williamsburgh.

Withers Street, after Reuben Withers, once proprietor of the Houston Street ferry.

Frost Street, after Edmund Frost, who was interested in a tract of land in the Fourteenth Ward.

Richardson Street, after Lemuel Richardson, one of the pioneers in building up Williamsburgh.

Maujer Street, after Daniel Maujer. It was formerly Remsen Street, named from Abraham A. Remsen, who owned land at its junction with Union Avenue.

Scholes Street, after James Scholes.

Meserole Avenue, from Abraham M. Meserole, through whose farm it ran.

Boerum Street, after Jacob Boerum, who had a farm of fifty-eight acres in the Sixteenth Ward.

McKibben Street, after John S. McKibben, who caused a map of a part of the Jacob Boreum farm, as the land of McKibben & Nichols, to be made.

Siegel Street, formerly Marshall Street, in honor of General Siegel, of the civil war.

Moore Street was named for Thomas C. Moore, a manufacturer of wire netting, who owned lands in that neighborhood.

Varet Street, after Lewis F. Varette, a land speculator in this neighborhood.

Cook Street, probably from an old resident near the Cross-Roads.

Debevoise Avenue, covering a part of the old Brooklyn and Newtown Turnpike, from Chas. Debevoise, who lived on Flushing Avenue.

Himrod Street was named for the Rev. J. S. Himrod, the first pastor of the South Bushwick Reformed Dutch Church.

Weirfield Street was named for Thomas Weir Field, a surveyor, and a man prominent in public affairs, who resided here.

APPENDIX XXIII.

OBSOLETE STREET NAMES AND ORIGIN OF STREET NAMES IN THE TOWN OF NEW LOTS.

Adams Street is now Ashford Street.

Adams Avenue is now McKinley Avenue.

Anstice Street is now Amboy Street.

Baltic Road (or Avenue) is now Glenmore Avenue.

Baltic Street is now Bristol Street.

Bay Avenue is now Belmont Avenue.

Bennett Avenue is now Berriman Street.

Broadway, later Eastern Parkway, is now Pitkin Avenue.

Butler Avenue is now Bradford Street.

Center Street is now Chester Street.

Cypress Avenue is now Crescent Street.

Division Avenue is now Arlington Avenue, after the Arlington Military Cemetery.

Duryea Avenue is now Dumont Avenue.

Eastern Parkway, formerly Broadway, is now Pitkin Avenue.

Eldert Avenue is now Essex Street.

Eldert's Lane, later Enfield Street, is Eldert's Lane again.

Enfield Street, corrupted from Endfield Street, it being the end of the fields of the town, is now Eldert's Lane again.

Flatlands Avenue is now Fairfield Avenue.

Furman Place is now Fanchon Place.

Grove Street is now Glen Street.

Henry Avenue is now Hinsdale Avenue.

Howard Place is now Gillen Place.

Ivy Street is now Hill Street.

Jefferson Street is now Cleveland Street, named for Grover Cleveland.

Jamaica Plank Road, later Jamaica Turnpike, is now Jamaica Avenue.

John Street is now Jerome Street.

Johnson Avenue is now Junius Street.

Liberty Avenue, named for the fact that it was a free road for the farmers while Jamaica Plank Road was a toll road.

Linnington Avenue is now Livonia Avenue.

Locust Street is now Logan Avenue, named for General Logan.

Madison Street is now Elton Street.

Monroe Street is now Linwood Street.

Morse Avenue is now Milford Street.

Myrtle Street is now Magenta Street.

Nassau Street is now Norwood Avenue.

New Lots Road is now New Lots Avenue.

Orient Avenue is now Powell Street, named for Dr. Powell.

Rapelye Avenue is now Riverdale Avenue.

Rapelye Street is now Richmond Street.

Smith Street is now Hendrix Street.

Stotthoff Avenue is now Stanley Avenue.

Union Avenue is now Sutter Avenue.

Union Place is now Havens Place.

Van Brunt Avenue is now Vienna Avenue.

Vanderveer Avenue is now Newport Street.

Vanderveer Street is now Grafton Street.

Van Wicklen Avenue is now Vandalia Avenue.

Vesta Avenue is now Van Sinderen Avenue.

Washington Place is now Jardine Place.

Washington Street is now Warwick Street.

Wyckoff Avenue is now Wyona Street.

APPENDIX XXIV.

THE FERRIES.

As early as 1797 a rowboat service was in existence between the Bushwick shore and New York City, with landings at the Fountain Inn on the Long Island side and James Hazard's place at Corlear's Hook. A few years later Richard M. Woodhull, of New York City, purchased fifteen acres of the farm of Charles Titus and established a ferry, running from present Metropolitan Avenue to Rivington Street, New York. In 1804 Thomas Morrell, of Newtown, bought from Folkert Titus the homestead farm of the Titus estate, comprising twenty-eight acres, and opened Grand Street through the centre of the farm to Roebling Street. In 1812 he started a ferry from Morrell's Point, at the foot of the new street, running to Grand Street, New York. At the landing he kept a horn for the convenience of passengers, to call him from his farmwork. Morrell and Hazard worked in harmony, but the competition between Morrell and Woodhull was keen. Morrell improved boats and service, and after considerable loss on both sides, Woodhull's ferry was united with Morrell's, and with it went the name Williamsburgh Ferry, and the Fountain Inn became the headquarters of the political influence of the town of Bushwick. In 1817 row and sailboats were exchanged for horseboats, stables were erected and exchanges of horses were kept in readiness. In 1827 one of the boats was altered into a steam power-boat and named "Eclipse."

In 1824 the Williamsburgh Ferry was incorporated. In 1836 the Peck Slip Ferry was established, running from South Seventh Street to Peck Slip, New York. The Houston Street Ferry followed in 1840, and the Division Avenue Ferry in 1851, plying between South Seventh Street and Grand Street, New York. In 1853 the ferry from Greenpoint Avenue to Tenth Street, New York, was opened; and in 1857 the landing of the Calvary Cemetery Ferry, controlled by St. Patrick's Cathedral, and running to Twenty-third Street, New York, was transferred to Greenpoint Avenue. In 1857 the South Tenth Street Ferry was opened, running between South Tenth Street and James Slip, New York. In 1860 the Brooklyn Ferry Company began to run a boat from South Ninth Street to Roosevelt Street, New York. In 1885 a new line from Broadway to Twenty-third Street, New York, was opened; and in later years another line to Forty-second Street. In December, 1908, all the ferries running from Broadway and the Grand Street line to Grand Street, New York, were discontinued. On March 16th, 1911, the Brooklyn & Manhattan Ferry Company reopened a line from Broadway to Roosevelt Street, New York, and two months later another line from Broadway to Twenty-third Street.

APPENDIX XXV.

NOTES ON THE SEVERAL SETTLEMENTS.

In 1654 the inhabitants of Middelburgh and Mespat asked for an allotment of their hay land. Commissioners were appointed to inspect the land and were directed to allot if possible eight morgen of meadow land to every twenty-five morgen of arable land. On February 29th, 1656, the settlers at Mespat requested that Claes Van Elslant, who was expected at the place to survey some land, be directed to survey at the same time the island, upon which the village of New Arnheim was to be built, and to determine its size. They also asked that the Governor and Council fix the width of the main road and the size of each building lot, as they themselves did not understand the laying out of lots and would locate the houses arbitrarily, which would give a slovenly appearance. De Sille, the patentee of the island, was advised to lay out the street and lots in a manner which he considered most advantageous for the settlement. On April 4th, 1656, inhabitants of Middelburgh complained that the people of New Arnheim were mowing upon and using the meadows granted to the village of Middelburgh, as if they belonged to them, and asked again that the meadows be divided between the villages of Middelburgh and Arnheim. In 1662 the meadows lying on Seller's Neck, on Jamaica Bay, between the third and fourth Kils, were divided as follows: One hundred morgen to the village of Breukelen; one hundred mor-

gen to the village of Middelburgh; eighty morgen to the bouweries of Mespat.

Thus it seems that the disputes which arose between the early settlers, as to boundary lines, were on account of meadow land. When the colony came under English control, town patents were issued, and the fees from these patents were a considerable source of income to the governor. Richard Nicolls granted the first town patents and also many patents to individual settlers, and specially in the beginning gave unimproved land to anyone who was willing to settle thereon, without any previous survey or without any certain boundaries, stating that the patent contained one hundred, two hundred or more acres, adjoining such other man's land, or to a certain hill or river. After the arrival of Lord Cornbury in 1702 it became evident that this new governor was inclined to regard the common lands of the several towns as property of the government. To prevent the granting of these lands to friends of the governor, the towns divided the common lands among the freeholders in parcels corresponding in size to their holdings of land. Cornbury acted in this manner in regard to the land in dispute between Bushwick and Newtown; and not until 1769 this dispute was settled, when it was arranged that the line was to run from the mouth of Mispat Kil, along the creek to the west side of Smith's Island, to, and along a branch leading out of the creek to the pond, or hole of water, near the head of Schenck's mill pond, easterly to Arbitration Rock (which stood in a meadow lying opposite the house of Frederick Van Nanda,

later of Moses Begel, and still later of Ann Onderdonck), a little west of Joseph Woodward's house (later of James Schoonmaker), from said rock running south to Arbitration Heap (a heap of stones with a stake in the centre) and in the same direct line to the hills, or mountains, until it meets the line of Flatbush (New Lots).

In the Walboght region Joris Rapelie requested on August 26th, 1660, that he might be allowed to leave his house standing upon his land and not be compelled to move it, as ordered by "placard against separate farms," published February 12th.

"On February 10th, 1661, the settlers were warned "for the last time" that they must remove from their separate bouweries before the 15th of March next on the penalty as prescribed by law. On February 24th, 1661, the majority asked that they might be excused from the order sent to them on the 10th instant, and be allowed to erect for their defense a block house on the hook of Joris Rapalie's land.

On March 1st, 1661, a petition was made by eight persons to form a village between the land of Tonis Gysbertsen Bogaert and the land of Jacob Kip on the bank of the East River, "where we can see the Manhattans or Fort New Amsterdam." Consent having been given, a few began to build houses at the place, but the majority did not.

On March 3d, 1661, the majority declared that the order was given upon request of Kip and his followers, to form a village and block-house at the end of Kip's land on the hill, but it had been found that the land

was too stony and drinking water was scarce thereabouts; and asked to be allowed to erect a block-house on the hook of Joris Rapalie, where they might retreat in time of need. The order of February 10th was reaffirmed.

At Bedford the farmers requested on May 26th, 1663, as follows: "Having obtained lately a grant of a piece of land in the rear of the Walboght, near Marcus' (Merck's) plantation, and cleared the land, and some having already planted and sown, and others are beginning to plant, and the farmers living far from their property, ask to be allowed to form a hamlet there to protect their property." October 1st, 1666, the inhabitants of Bedford asked that they might have a cart path over Captain Betts' ground, it being so troublesome for them to cart their hay and carry it through the deep ground. January 4th, 1668, Thomas Lamberts, of Bedford, received a license for keeping an ordinary for the accommodation of strangers, travelers and other persons, passing that way, with diet, lodging and horsemeat, to sell beer, wine and other liquors for their relief; and no one else in the village of Bedford to have the privilege, for one year and no longer.

Wallabout Village came into existence in 1830. It included the old Wallabout and Cripplebush settlements, and was bounded by the Wallabout and Newtown Roads, or Flushing Avenue, on the north; Jamaica Turnpike Road, or Fulton Street, on the south; Clinton Avenue on the west, and Division Avenue, or Broadway, on the east. The Cripplebush Road cut

through the farm lands along the line of present Nostrand and Bedford Avenues to the Jamaica Turnpike, passing the old J. J. Rappalyea stone house. In 1832 streets began to be laid out. A century ago Myrtle Street extended a short distance from the main road of the Brooklyn settlement. In 1835 this street was continued as Myrtle Avenue, graded and paved to the Cripplebush Road, affording a new route between Wallabout Village and Brooklyn. About 1852 Myrtle Avenue was extended to Broadway, and two years later the Brooklyn City Railroad, having bought out the Myrtle Avenue stage line, ran horse cars to the end of the road. In 1842 there were between Broadway and Fort Greene and Myrtle Avenue and the Jamaica Turnpike only thirty houses. A single house was standing on the south side of Myrtle Avenue, on the corner of Classon Avenue. There were 1,679 persons in the village, all living north of Myrtle Avenue.

In Bedford Village a house was erected about 1750 on the Kings Highway to Jamaica, at the beginning of the Kloft Road (later Clove Road). It was surrounded by locust trees. In this house Major Andre lived just prior to his visit to Arnold. After his execution his belongings were disposed of by his fellow-officers for the benefit of his estate. In a little up stairs room, over-looking the Clove Road were kept at one time the county records, which, after the Revolutionary War, were taken to England by Rapalje, deputy town clerk. The house was for a long time the headquarters of General Grey, commander of the English forces, encamped near by, and was the favorite resort

of the officers. After the Battle of Long Island, when General Howe's headquarters were removed to Newtown, and garrisons were stationed at Bushwick, Hell-gate and Flushing, a brigade remained at Bedford. The house was known as the Nicholas Bloom House. At one time it was in the possession of Leffert Lefferts, and later of the Brevoort family. It was torn down in 1909.

At New Lots, the Town Hall, a two-story frame structure, stood near Jamaica Bay, on what is now Stanley and Atkins Avenues. During its last days it was used as a dance hall, and was destroyed by fire in 1912. East New York was the largest of the four villages in the town; its size was two by one and one-half miles; its population was 1,000 in 1860; 8,000 in 1874; 18,000 in 1880; and 25,000 in 1886. Pitkin purchased the Wyckoff, Stotthoff and Van Siclen farms for the site of the village. In the "Old Stone Building," a three-story structure on the corner of Atlantic and Pennsylvania Avenues, he published in 1838 the first newspaper, *The Mechanic*. Phil Reid constructed the Canarsie Railroad, with a depot on present Van Sinderen Avenue, between Fulton Street and Atlantic Avenue. The starting point of the railroad was later in front of the Howard House, a tavern on Atlantic and Alabama Avenues, also owned by Reid. On the corner, across Alabama Avenue, Reid erected a row of houses, some ten years after he built his row on Broadway. Eight were on Atlantic Avenue and three on Alabama Avenue. They were taken down in 1912. The old village of New Lots was situated along the New Lots

Road. Cypress Hills had a population of about 3,000 in 1874. Brownsville was located upon the Van Sinderen and Lott farms, and had an area of two-third by one-fourth miles.

New Brooklyn was a settlement on the Brooklyn and Jamaica Turnpike and Hunterfly Roads.

East Williamsburgh had its beginning along the Williamsburgh and Jamaica Turnpike Road. This road was built in 1813, and a toll-gate was placed at this point. As early as 1814 Daniel Taylor kept a hotel here. The Long Island farmers, driving to New York City with hay, made this a weighing station. Taylor's successors were Albert Vandewater, William Roe and Stephen B. and Samuel Masters. The last named, brothers, operated the turnpike under a lease for about twenty years. Near the toll-gate was their mill. Further along the road, and extending on one side on Collins Avenue on the Thompson farm and on the other side on Forest Avenue on the George Richard farm, is found on the map of 1852 a settlement named Oceanville.

Calvary Ferry was established a little further down, on Newtown Creek, in 1848, by the authorities of the Roman Catholic Church. Three floats were operated between the Bushwick shore and the cemetery, which then contained twenty-nine acres, to transport funeral corteges across the creek. In 1853 a regular ferry was inaugurated by the diocese between East Twenty-third Street, New York City, and the cemetery landing on Newtown Creek. The distance was two and three-fourth miles and the fare 4 cents for foot passen-

gers. The average time consumed by a trip was fifteen minutes. The boats ran from 8 A. M. till sundown.

At Williamsburgh, the territory of the later City of Williamsburgh, was occupied in 1827 by twenty-three farms, of which ten extended to the river shore. Besides the farm houses, a few buildings were standing on the roads leading to the ferry. On the North Side were the rope walks of Luther and Pitman. The Cripplebush Lane was the only road to Brooklyn. The number of dwellings had increased to three hundred in 1835. The Williamsburgh Road, or Shore Road, connected now the village with Brooklyn. It led from the Wallabout Bridge Road to the village line, and was continued to the ferry through Water Street. Houses were standing on both sides of Grand and Water Streets, near the ferry. Metropolitan Avenue was built up to Wythe Avenue, and some houses were on this road as far as Driggs Avenue. A few houses were along Kent Avenue and around the Dutch Church on Bedford Avenue. Others were scattered few and far between. Three rope walks were added on the South Side. In 1837 there were two churches in the village, one hundred and forty-eight dwellings, including ten stores and taverns; there were also fifty-nine stables and barns. A building was erected, on land given by the Morrell family for a term of years, the upper part of which was designed for the use of the trustees of the school district and the lower part for a market. Whittlesey's omnibus house stood on the corner of Broadway and Summer Avenue. His stages ran from Grand Street and Peck Slip

Ferries through Broadway, Bedford Avenue and Bushwick Avenue to the Cross-Roads. In 1850 Grand Street, Bedford Avenue and South Fourth Street were paved and flagged. Lower Broadway had a few houses on its north side; part of an orchard still fronted upon it. Bedford Avenue, between Grand Street and Broadway, was occupied by private houses. In 1853 the Mechanics Bank was organized, to give the North Side banking facilities. It opened for business in the following year on Grand Street; there were then two banks on the South Side. The mayors of Williamsburgh were Dr. Abraham J. Berry in 1852 and William Wall in 1854. In 1860 a commission was appointed, whose duty it was to lay out a main thoroughfare for the Eastern District. Bushwick Avenue, from Evergreen Cemetery, part of Morrell Street, Bushwick Avenue again; Smith Street, Orchard Street and Union Street (of Greenpoint) to the County Line were to be widened and the road was to be known as Bushwick Boulevard. Another road was to branch off at Wall Street, taking in Beaver Street, Flushing Avenue to Broadway, Broadway to Eleventh Street, South Sixth Street to Fourth Street and South Seventh Street to the Ferry, all were to be widened and the road was to be known as Broadway. Parts of this improvement were carried out.

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INDEX

Abraham Jansen Timmerman 29
Albany 21, 69
Albert Coertsen 24
Alsop Family Burial Ground 65, 86
Alsop Farm 65, 86
Alsop, Richard 65
American Hotel 113
Amersfoort 26
Andriese, David 19
Andros, Governor 57
Annunciation P. E. Church 128
Apostolic Lutheran Church 128
Armen Bouwerij 19
Asbury African M. E. Church 82
Ascension P. E. Church 79
Auke Rynerse 47
Backbone of Long Island 122
Backus Farm 125
Baedel House 29
Bakker, Hendrik Willemse 24
Bank of Williamsburgh 115
Banks 115
Barent, Gerretse 24
Barent, Joosten 24
Bassett, Rev. John 68, 69
Battle of Long Island 61, 101
Bedford 55, 59, 108, 123
Bedford Corners 55, 62, 87, 97
Bedford Depot 58
Bedford School 56, 97, 98
Bedford Section 78
Beehive 72
Bennett, Peter 31
Bergen Farm 125
Bethel African M. E. Church 82
Bethel Independent Baptist Church 82
Betts, Captain Richard 100
Betts, Johanna 100
Beyond the Newtown Creek 63
Bibliography 188
Block, Adrian 9
Blockhouse on the Kijkuit, 68, 69, 77
Bloom, Nicholas 55
Boerum House 43
Boght 68, 69
Boght Church 69
Boswijck 15, 22, 23, 24, 26, 68, 77, 121
Boswijck Church 68
Boswijck Nieuw Loten 20
Boudinet, Elias 20
Boulevard Brewery Hotel 112
Boulevard Grove 112
Bourgon Broucard 65
Bowron Family 50
Bowron, Watson 50
Bowronville 50, 79, 109
Bragaw, Andrew 65
Bragaw, Bourgon 65
Bragaw, Isaac 65
Bragaw, John 65
Branch Hotel 113

Breukelen 26, 55, 122
 British Army 61
 Broadway Elevated Rail-
 road 106
 Broadway Ferry 40, 103
 Broadway Railroad Co. 105
 Brooklyn 18, 20, 35, 38, 57
 58, 68, 78, 122, 124
 Brooklyn and Jamaica
 Road 62
 Brooklyn and Jamaica
 Turnpike Co. 104
 Brooklyn City Hall ... 104, 105
 Brooklyn City Railroad,
 58, 63, 125
 Brooklyn Daily Times.. 75, 114
 Brooklyn Ferry .. 37, 61, 66, 117
 Brooklyner Freie Presse.. 114
 Broucard, Bourgon 65
 Brown, Chas. S..... 59
 Brown's Village 59
 Brownsville 59
 Brutnell, Richard 64, 65
 Burger Jorissen 64, 65
 Burger's Kill 65
 Burying Grounds 85
 Bushwick .. 15, 18, 26, 27, 35
 38, 52, 68, 69, 77, 78, 79, 106
 122, 123, 124
 Bushwick and Ridgewood
 Sections, The..... 45
 Bushwick, Area 117
 Bushwick Burying Ground,
 73, 75
 Bushwick Church, 67, 69,
 72, 73, 75, 76, 77, 78,
 79, 81, 86, 89
 Bushwick Census of 1698. 139
 Bushwick Churchyard . 74, 86
 Bushwick Cornbury Patent 27
 Bushwick Creek 13, 33
 Bushwick Cripplebush 65
 Bushwick Cross Roads,
 33, 79, 89, 106, 108
 Bushwick Depot 41, 106
 Bushwick Directory 118
 Bushwick District School
 No. 1 89
 Bushwick District School
 No. 2 90
 Bushwick District School
 No. 3 92
 Bushwick Division of the
 Regiment of Militia of
 Kings Co., 1715..... 143
 Bushwick Dongan Patent.. 131
 Bushwick Ferry 66, 72
 Bushwick Graveyard, 70, 74, 85
 Bushwick Green, 72, 79, 89, 108
 Bushwick High School.... 51
 Bushwick, Improved Lands
 in 1706 117, 141
 Bushwick, Indian Deed of. 129
 Bushwick Lane 62, 78
 Bushwick, List of All the
 Inhabitants in 1738.... 144
 Bushwick, List of Men Who
 Took the Oath, etc.... 138
 Bushwick, Slaves, 1755... 146
 Bushwick Mill 70
 Bushwick Mill Pond..... 99
 Bushwick Muster Roll of
 Militia in 1663..... 132

Bushwick New Lotts..... 20
Bushwick Nicoll's Patent. 130
Bushwick Patent 101
Bushwick Population 117
Bushwick Railroad 106
Bushwick Rate List of 1675 134
Bushwick Rate List of 1676 135
Bushwick Rate List of 1683 137
Bushwick Road 46, 61
Bushwick School,
 56, 76, 88, 89, 98
Bushwick Section 76, 78
Bushwick Street 81
Bushwick Taxable Valua-
 tion 147
Bushwick Town Dock..70, 72
Bushwick Town House,
 76, 77, 89
Bushwick Town Road..... 103
Bushwick Village,
 27, 34, 45, 46, 69, 72, 76
Bushwyck 68
Calvary Cemetery 17, 64, 65, 86
Calvary P. E. Church..... 82
Canarsee 10, 77, 123
Cannon Street Baptist
 Church Cemetery 87
Carstensen, Claes 18, 19
Carsville 108
Caspase, Johannes 24
Caspase, Jost..... 25
Catjouw, Jean 24
Cedar Grove 88
Cells, The 107
Cemetery Lane 88
Cemetery near Orient Ave-
 nue 87
Census of Kings County,
 1698 139
Charter of Freedoms and
 Exemptions 10, 12
Cherry Point 31
Christ Church 80, 82
City Hotel 113
Claes Carstensen 18, 19
Clay, Humphrey...15, 17, 121
Clifford 49
Clinton, Sir William..... 62
Clopper, Cornelius 16
Clove Road 58, 97
Coertsen, Albert 24
Colfax, Richard 65
Colored School No. 3..... 97
Colyer House 33
Comlits, Jan 23
Conselyea House 29
Cooper Farm 125
Cooper, John 50
Cooper, Richard 50
Cooper's Road 126
Corlear's Hook 10, 34, 36
Cornelis Jacobsen Stille
 (— the Silent)..... 18, 19
Cornelius Dirckse 115
Cornbury, Governor 27, 52
Cornwallis, Marquis 62
Corteleau, Jacques 22
Covenant Lutheran Church 128
Covert Farm 125
Covert, William..... 49, 50
Cripplebush, 34, 46, 56, 108, 122
Cripplebush Patent 20, 56
Cripplebush Road ..55, 56, 97
Cross-Roads Settlement, 33, 45

Cruikshank, Rev. W..... 58
 Cypress Hills....45, 59, 60, 88
 Cypress Hills Cemetery,
 87, 105, 125
 Cypress Hills Plank Road,
 49, 52
 Daily Long Islander..... 114
 David Andriese 19
 Debevoise, Charles 50
 Debevoise Farm 125
 Debevoise House 30
 Democratic Advocate 114
 De Neger (—The Negro)
 Francisco 24
 Denton Farm 125
 De Smith's Vley 116
 De Salé, Anthony Janse.. 24
 De Sille, Nicasius...12, 13, 22
 De Swede, Jan..18, 19, 41, 121
 Devoe Houses 31
 De Vries, Titus Sirach.... 100
 Dewit (—The White, i.e.
 Miller) Pieter Jan..22, 23
 24
 De Zeeuw, Jan Cornelissen 24
 Dirck Volkertse19, 25, 31
 Dirckse Cornelius.....115, 116
 Division Avenue 39
 Dongan, Thomas 26
 Dongan's Patent ..26, 123, 131
 Dorp, Het 27
 Doughty, Rev. Francis.... 12
 Dubois, Francis 50
 Duke of York..... 26
 Dunham, David 90
 Du Puy, François..... 24
 Durie, Joost 31
 Durjee, Johannes 47
 Duryea House15, 17, 31
 Duryea, Margaret E..... 50
 Duryea, Mrs. S..... 50
 Dutch Churches of Kings
 County68, 73
 Dutch Colonies 12
 Dutch Kills64, 65
 Dutch Kills Creek..... 64
 Dutch Kills School House 66
 Dutchtown 107
 Early Days of Eastern Dis-
 trict Schools, The..... 88
 East Brooklyn56, 80, 105
 Eastern District Daily
 Times 114
 Eastern District Fire De-
 partment 112
 Eastern District of Brook-
 lyn, 27, 76, 78, 79, 87,
 104, 108, 118
 Eastern District Obsolete
 Street Names 158
 Eastern District Police
 Court 107
 East New York, 56, 58, 59, 63
 105, 106, 124
 East New York Sentinel.. 60
 East Reformed Church... 80
 East River11, 64
 East Williamsburgh ...125, 127
 Edsall Farm 125
 Eldert Engelbertse13, 23
 Eldert House 58
 Engelbertse, Eldert....13, 23
 Engine Companies...109, 110,
 111

English Kills	64, 77	Fourteenth Ward Bell Tower	112
Erie Canal	11	Fowler's Bridge	99
Evergreen.....	52, 54, 125, 127	Francisco de Neger.....	24
Evergreens, Cemetery of the..	46, 52, 63, 88, 103, 125	Franklin Hotel	105, 113
Farmers' and Citizens' Bank	115	Freeman, Rev. Bernardus	68
Ferries, The	177	Free School System.....	88
Fire Department	109	Fresh Pond	125
Firemen's Hall	112	Fresh Pond Road.....	62, 126
First Baptist Church of Greenpoint	79	Fresh Vleyen	23
First Baptist Church of Williamsburgh	82	Fulton Avenue Railroad, 58, 106	
First Congregational Church of Williams- burgh	85	Fulton Ferry	105, 106
First National Bank of Brooklyn	115	Fulton House	113
First Presbyterian Church of Williamsburgh..	84, 85	Furman's Antiquities of Long Island	73
First Universalist Church and Society.....	85	Furman's Island	13
Five Dutch Towns, The..	26	Furman, Wm. Henry	50
Flatbush, 18, 55, 56, 57, 58,	61	General Assembly of 1704	103
Flatlands	18, 68	German Ev. Luth. Zion Church	128
Flushing and Newtown Turnpike and Bridge Co.	114	German Ev. Reformed Church	128
Flushing Avenue Railroad.	106	German M. E. Church....	128
Flushing Creek	104	German Ref. D. Ch. of New Brooklyn	81
Flushing Stages	58	Gerretse, Barent	24
Flymarket	66	Glendale	125, 126, 127
Fonteyn, Charles	24	Glendale M. E. Church....	128
Fort Amsterdam	115	Gosman, William	65
Fountain Inn	41	Gothic Hotel	113
Four Mile House	113	Gowanis	20, 122
		Gowanus Creek	122
		Grand Street Ferry.....	105
		Grand Street First Prot. Meth. Church.....	88
		Gravesend	24, 68, 69

Green, The 108
 Green Hills.45, 63, 88, 103, 122
 Greenpoint.....31, 54, 72, 78
 79, 89, 108
 Greenpoint Advertiser 114
 Greenpoint Directory 118
 Greenpoint D. Ref. Church 79
 Greenpoint, Ferry 106
 Greenpoint Hotel 113
 Greenpoint School 92
 Greenpoint, Ravenwood and
 Hallett Cove Turnpike. 33
 Grever (—digger) Hen-
 drik Janse..... 25
 Gysbert, Thonissen..... 25
 Hans Hansen...18, 19, 64, 121
 Harmensen, Hendrik..... 19
 Harrison, James..... 49
 Hay, Jacob..... 25
 Hazard, James..... 36
 Hedeman, Evert..... 24
 Hempstead Plains, 26, 52, 123
 Hendrik, Barent Smith
 (by trade)..... 24
 Hendrik, Harmensen 19
 Hendrik, Willemse Bakker
 (by trade)..... 24
 Hendrik, Janse Grever
 (-digger) 25
 Hendriksen, Jan..... 24
 Herry 24
 Hessians 48
 Hill School..... 90
 Hills, The..... 122
 Hoboken 10
 Holder's Stages..... 58, 105
 Holder's Three Mile House,
 58, 105
 Holy Cross Prot. Church 128
 Hopoakänhaking 10
 Hose Company No. 1.... 111
 Hotels 113
 Houston Street Ferry... 105
 Hout Punt, Het..... 27
 Howard Estate..... 58, 63
 Howard, Major William, 62, 63
 Howard, William 61, 62
 Howard's Halfway House 61
 Howard's Inn 60
 Howe, Sir William..... 62
 Hudson River..... 11, 64
 Hulst Farm..... 125
 Hunter's Point..... 54
 Huntington 99
 Husted and Kendall's
 Stages 105
 Hutchinson 19
 Huybertse, Lambert..... 19
 Improved Lands in Bush-
 wick, 1706..... 141
 Independent Press, The. 114
 Indian Deed of Bushwick 129
 Indian Trail 15
 Inscriptions on Tomb-
 stones in Bushwick
 Churchyard 157
 Inscriptions on Tomb-
 stones in Original
 Graveyard 155
 Inscriptions on Tomb-
 stones in Schenck Fam-
 ily Burial Place..... 156

Italian Row.....	63	Kings County Journal....	60
Ivanhoe Fire Hook and Ladder Co.....	127	King's Highway...61, 63, 103	
Ivanhoe Park Hose Co....	127	Knickerbocker Hotel....	113
Ivins House.....	63	Kreupelbosch, Het.....	34
Jack's Creek.....	65	Kruispad, Het.....	33
Jamaica, 55, 59, 61, 72, 77, 104		Lahr Farm.....	125
Jamaica and Brooklyn Plank Road.....	104	Lambert Huybertse.....	19
Jamaica Bay	58	Lambertse, Reyer.....	19
Jamaica Lane	97	La Mothe, Pieter.....	24
Jamaica Road	62, 103, 105	Lane, Ralph.....	50
Jan Cornelissen de Zeeuw	24	Laterne, Die.....	60
Jan Hendriksen	24	Lawrence Mansion.....	63
Jan, the Swede...18, 19, 41, 121		Lawrence's Franklin Hotel	105
Jan, Willemse	24	Laws Relating to Wil- liamsburgh	149
Jansen, Abraham.....	29	Leffert Pieterse.....	46
Jansen, from Salé.....	24	Lefferts Family Burial Ground	87
Jansen, Tymen	64	Lefferts Farm	48, 87
Johannes Casparse.....	24	Lefferts, Leffert .46, 47, 55,	56
Johnson Family.....	98	Lefferts, Rem	55
Johnson, Gen. Jeremiah...	21	Leslie's Brooklyn Direc- tory	118
Joosten, Barent.....	24	Le Telier, Jan.....	24
Jorissen, Burger.....	64, 65	Lexington Ave. Elevated R. R.....	106
Jost Casparse.....	25	List of All the Inhabi- tants, 1738.....	144
Kalbfleisch, Martin.....	89	List of Men in Bushwick Who Took the Oath, etc.	138
Kanapaukah	64	List of Slaves, 1755.....	146
Kieft, Willem, 10, 11, 76, 102, 123		Log Cabin, The Old....	90
Kijkuit	29, 41, 68, 70	Long Island	25, 26
Kijkuit Lane.....	29, 70, 72	Long Island Anzeiger....	114
Kings County	77		
Kings County Advertiser..	60		
Kings County Chronicle, The	114		
Kings County Hotel.....	113		

Long Island Family Circle. 114
 Long Island Ferry,
 37, 115, 116
 Long Island Indians 13
 Long Island Railroad ..66, 107
 Long Island Zeitung 114
 Lookout68, 77
 Luqueer, Abraham..... 48
 Luqueer's Bushwick Mill 29
 Lutheran Cemetery..125, 126
 Lydecker, Ryck.....24, 25
 Maiden Lane..... 116
 Malboneville 108
 Maliert, Jean..... 24
 Manhattan Beach Rail-
 road52, 125
 Manhattan Crossing 59
 Manhattan Island,
 9, 10, 13, 54, 64, 102
 Manor House..... 30
 Mansion House....29, 30, 101
 Manual of the Ref. Prot.
 Ch. in America..... 68
 Manufacturers' National
 Bank 115
 Map Showing the Orig-
 inal Plantations..... 121
 Marechawieck 122
 Mashpack Kil..... 34
 Maspeth101, 127
 Maspeth Ave. Toll Bridge
 Co. 104
 Maspeth Island 13
 Massachusetts Bay, Col-
 ony of..... 99
 Masters' Mill..... 29
 McCormick Farm..... 125
 Mechanic, The..... 60
 Mechanics' Bank of Wil-
 liamburgh 115
 Meeker, Rev. Stephen H. 68
 Melvina 125
 Merck's Plantation.....45, 46
 Meserole, Abraham...31, 111
 Meserole Homestead 77
 Meserole, Jacob 33
 Meserole, Peter 49
 Mespath 18
 Mespath Kills52, 65, 99
 Methodist Cemetery..... 87
 Methodist Chapel 81
 Methodist Epis. Church
 Cross-Roads 79
 Methodist Protestant Ceme-
 tery 50
 Methodist Protestant
 Church 81
 Metropolitan 125
 Meyerose Farm.....125, 126
 Middelburgh Purchase.. 61
 Middle Village M. E.
 Church 128
 Midwout26, 68
 Mill Road..... 27
 Miller Homestead.....41, 68
 Mirror, The..... 60
 Mispat Kil....11, 13, 102, 122
 Mispat Settlement12, 22
 Mispat Tribe11, 102

Moffatt, John..... 50
Montville 33
Moore, Thomas..... 51
Morrell, Thomas..... 36
Most Holy Trinity Cemetery 88
Mott, Adam 121
Mourison, Koert..... 22
Municipal Government.. 123
Muster Roll of Bushwick Militia, 1663..... 132
Mutual Truck Co. No. 1. 110
Myrtle Ave. and Jamaica Plank Road Co..... 104
Myrtle Ave. Elevated Road 126
Myrtle Ave. Railroad 106
Nassau River 10
Navy Yard..... 104
Netherland77
New Amsterdam,
 19, 67, 70, 77
New Arnhem ..12, 13, 15, 24
New Brooklyn.....81, 108
New Bushwick Lands... 46
New Bushwick Lane 103
New Bushwick Lotts,
 20, 33, 45, 46, 47, 103
New Bushwick Road 103
New England..... 64
New England Church and Society 85
New Lots,
 56, 57, 58, 59, 61, 105, 108
New Lots Fire Department 60
New Lots Journal, The... 60
New Lots Patent by Gov. Andros 57
New Lots Police Department 60
New Lots Ref. Dutch Ch. 57
New Lots Road 58
New Lots Schoolhouse ... 59
New Lotts of Flatbush, The 56, 60
Newtown, 15, 17, 46, 52,
 55, 60, 64, 66, 77, 99, 104
Newtown and Bushwick Bridge Co..... 103
Newtown and Bushwick Bridge and Turnpike Road Co. 104
Newtown Creek,
 11, 15, 16, 63, 64, 122, 123
Newtown District School No. 9 126
Newtown Union Free School No. 9 126
Newtown Fire Department 127
New Utrecht.....26, 72
New York.....26, 34, 58, 83
New York and Manhattan Beach Railroad Co.88, 107
Nicolls, Richard..26, 34, 123
Nicolls Map 34
Nicolls Patent 130
Noormans 11
Noorman's Kil,
 13, 27, 31, 34, 70, 72, 102
North Brooklyn.....80, 108

North Brooklyn Directory 118
North Fifth Street M. E.
 Church 81
Northside, The..... 107
Northsiders, The..... 109
Nostrand, Garrett..... 98
Number of Deaths in
 Williamsburgh 118
Number of Dwellings in
 Williamsburgh 118
Obsolete Street Names in
 E. D. 158
Obsolete Street Names in
 East New York..... 174
Oesis, Severy..... 23
Office of Records..... 26
Old Bushwick Road..88, 103
Old Calvary Cemetery.... 64
Old Flushing Avenue..... 127
Old Woodpoint Road..67, 102
Onderdonck Farm..... 125
Oostwout 56
Orchard, The..... 31
Origin of Some of the
 Street Names..... 172
Original Ecclesiastical Or-
 ganizations 79
Original Plantations, The,
 18, 121
Out Plantations..... 64
Palatinates 56
Patchogue 106
Path to the Kils..... 102
Payntar, Abraham..... 65
Payntar, William..... 65
Payson, Henry..... 118
Peck Slip.....37, 115, 117
Peck Slip Ferry...37, 105, 106
Peck Slip Hoté.....113, 115
Pennsylvania Railroad... 54
Percy, Lord..... 62
Philadelphia House..... 113
Picnic Grounds..... 112
Picklesville 107
Pierson, Henry R..... 63
Pilling, James..... 50
Pitkin, John R.....58, 60
Plymouth Colony..... 12
Polhemus, Theodorus.29, 101
Police Force 107
Poor Bowery 19
Population79, 117
Post, William 65
Powell's Stages 105
Presbyterian Church of
 Williamsburgh 85
Press, The 114
Primary Schools95, 97
Provoost Family Burial
 Ground 86
Provoost Farm 86
Provoost House 31
Protection Company 109
Public Cistern 110
Public Schools,
 88, 89, 93, 95, 98
Queensborough Bridge ... 64
Queensborough Public
 Schools126, 127
Rahl, Col. 48
Rapalie, Jaris Jansen de.. 19
 20, 122
Rapalye, Folkert 65
Rappalyea House 56

Rappelyea, Jeremiah, J...	56	Rockaway Footpath	102
Raritan Indians	13	Rockaway Indians.....	102
Rate List of Bushwick, 1675	134	Rocks	110
Rate List of Bushwick, 1676	135	Roman Catholic Cemetery	86
Rate List of Bushwick, 1683	137	Roosevelt Street Ferry....	40
Rechtauk	10, 36	Roosters, The	110
Ref. Dutch Ch. of North Brooklyn	80	Ryck Lydecker	24, 25
Ref. Scotch Presbyterian Church	85	Rycken, Abraham	19
Reid, Phil	63	Rycken Gysbert.....	19, 121
Remsen House	43	Rynerse, Auke.....	47
Rensselaerwyck	64	Salem	99
Revolutionary War	15, 48	Salt River	11
Reyer Lambertse	19	Sand's Estate	104
Reynolds' Directory	118	Sapohanikan	10
Richards, Paul	100	Satley, Herry	18
Ridgewood	52, 78	Schenck, Abraham	47
Ridgewood Depot	106, 126	Schenck Family Burial Place	86
Ridgewood Heights ..	125, 127	Schenck Farm	100, 101
Ridgewood Heights Ch. of Christ	128	Schenck Homestead	58
Ridgewood Hotel	127	Schenck, Johannes	100
Ridgewood Park	125, 127	Schenck, Johannes, Jr...	100
Ridgewood Reformed Ch..	128	Schenck, Peter	100
Ridgewood Section in Queensborough, 15, 52, 125		Schenck, Stephen	50
Ring Family	126	Schenck's Mill	86, 99, 100
Ring Farm	125	Schoonmaker, Peter	49
Ring, Frederick	125	Schuetzen Park	113
Rinnegaconck	20, 122	Scudder, John	99, 100
Rising Sun Tavern.....	61	Scudder, John 2nd	100
River Indians	10	Scudder, John 3rd	100
Roads and Transportations	102	Scudder, Richard B.	100
		Scudder's Pond	100
		Second German Baptist Church	49
		Second M. E. Church....	81
		Seventeenth Ward Bell Tower	112

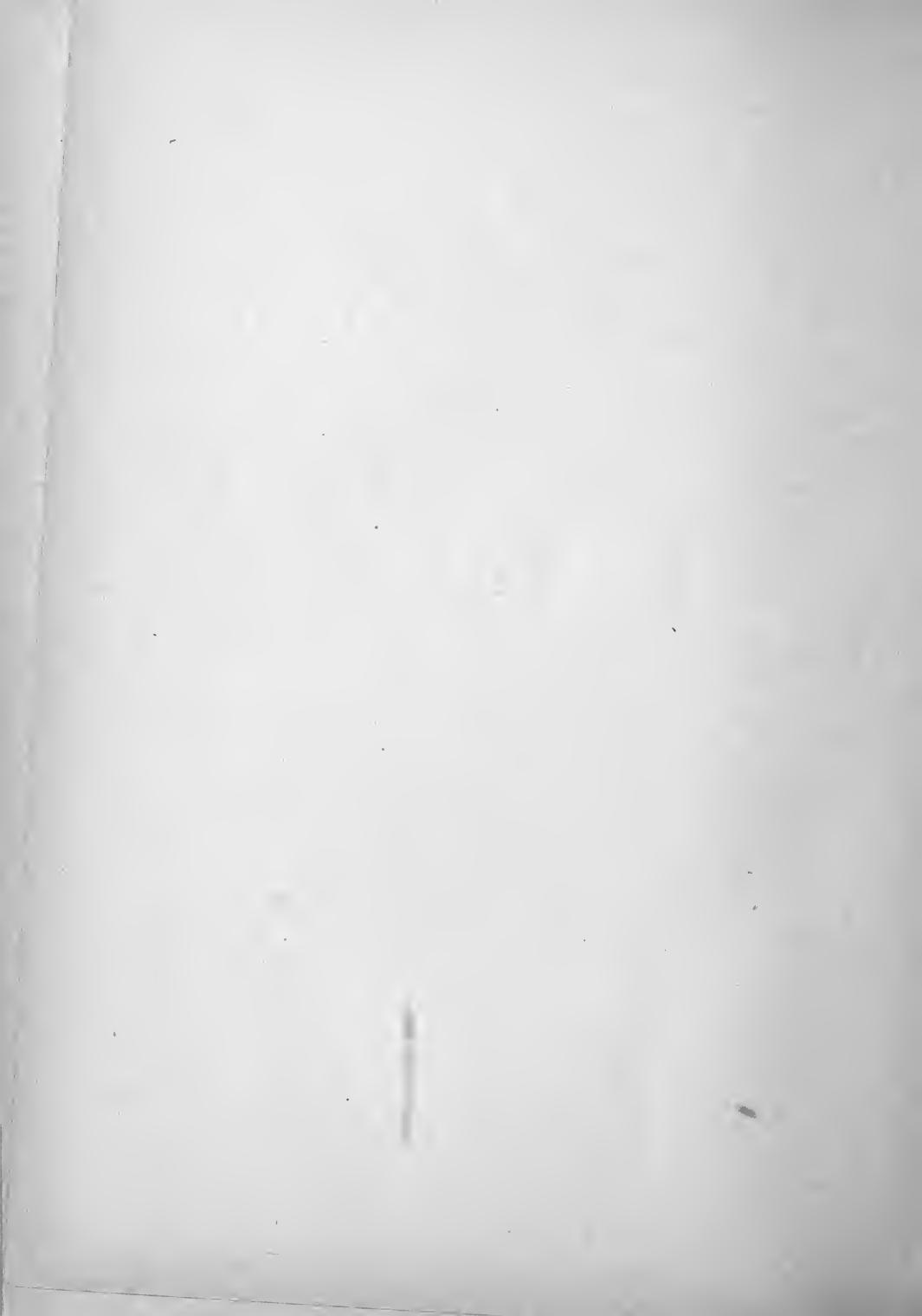
Severy, Oesis	23
Shell Road	104
Sixteenth Ward Bell Tower	112
Skillman House	30
Smith, Hendrik Barent...	24
Smith's Brooklyn Directory	118
Smith's Fly	116
Smith's Island, 13, 15, 23, 45, 46	
Snedeker Hotel	59
Snediker Farm	125
Solid Men of Williamsburgh, 1847.....	153
South Bushwick	78
South Bushwick Reformed Dutch Church..	51, 78, 79
South Evergreen.....	128
Southold	99
South Second Street M. E. Church	81
South Side, The	107
South Side Railroad ...	41, 106
South Side Railroad Terminal	106
Southsiders, The	110
South Third Street Presbyterian Church	85
South Williamsburgh	52
South Williamsburgh School District.....	126
Spencer Orchard	63
St. Aloysius R. C. Church	127
St. Andrews' Ev. Luth. Church	128
St. Benedict's R. C. Church	81
St. Brigid's R. C. Church	127
St. James' Park	125
St. James' P. E. Church..	82
St. Johannes German Ev. Church	85
St. John's German Ev. Luth. Church	128
St. Mark's P. E. Church..	82
St. Mary's R. C. Church,	82, 83, 87
St. Matthias' R. C. Church	128
St. Paul's P. E. Church..	82
Sts. Peter's and Paul's R. C. Church	84
Staten Island	65
Statistics	117
Steendam, Jacob	121
Stille, Cornelis Jacobsen	18, 19
Stiles, Dr. Henry	123
Stockholm, Abraham	50
Stockholm, Andrew	50
Stockholm Farms	50
Stone, Susan	49, 50
Strand, Het	35
Strey's Hotel	112
Stuyvesant, Petrus...	12, 13, 15 21, 24, 26, 36, 45, 77, 78, 123
Stuyvesant Section	78
Suydam, Adrian Martense	48
Suydam House	46
Suydam, Jacob	48, 50
Suydam, Peter F.	50
Swamp, The	107
Swede's Kil	41
Symons' Four Mile House,	62, 113
Taxable Valuation, Bushwick	147

Taxable Valuation, Wil-	
liamsburgh	148
Temple Beth Elohim	85
Third M. E. Church	81
Thirteenth Ward Bell	
Tower	112
Thompson	20
Thonissen, Gysbert	25
Thrall, George W.	58
Three Mile House.....	58, 113
Tilje, Jan	23, 24
Timmerman, A b r a h a m	
Jansen	29
Titus, Col. Francis' House	43
Titus, Francis	100
Titus, Tunis	100
T'Maagde Paatje	116
Tompkins Farm	125
Town Dock	70, 72, 102
Town Records	21
Traphagen, William Janse,	
23, 25	
Trinbol, Pieter Jansen....	27
Trotting Course Lane	126
Troutman, Dr.	49
Troutman's Hotel	113
Tymen Jansen	64
Union Cemetery, New,	
50, 51, 87	
Union Cemetery, Old	87
Union Hotel	113
Van Alst Farm	125
Van Corlear, Jacob	18
Vanderveer, John	50
Vandervoort, Abraham, 49, 50	
Van Nostrand Farm	125
Van Nuyse	46
Van Nuyse, Abigail	46
Van Nuyse, Auke Janse..	46
Van Nuyse, William	47
Van Nuyse, William Janse	
46	
Van Ranst House	29
Van Ruyven	22
Volkertse, Dirck	19, 25, 31
Voorhees, William	50
Waaleboght	68, 69
Walbaut	34
Walboght	20
Wallaboght and Brooklyn	
Turnpike Co.	103
Wallabout	56, 98, 105, 122
Wallabout and Bedford	
Turnpike Co.	104
Wallabout and Newtown	
Road	56
Wallabout Bay	20
Wallabout Canal Co.....	104
Wallabout Creek	98, 104
Wallabout Presbyterian	
Church	80
Wallabout School	98
Wallabout Toll-Bridge Co.	104
Wallabout Village	56
Wall, William	50
Wampum	13, 89
Wandell, Thomas.....	65, 86
War of 1812.....	17, 57
Wards	108, 119
Washington	33
Washington Company	109
Washington Hotel	113
Way Farm	125
Way, Francis.....	61

- Weeksville 108
- Wesquaesgeek 10
- Westchester 26
- Western District Fire Department 112
- Western District of Brooklyn 78, 108, 118
- West India Company, 10, 18, 19, 76, 121, 122, 124
- West Riding of Yorkshire 26
- Whaley, Alexander 33
- White Church 51, 78
- White, George 49
- Wilcox 18, 19
- William Janse Van Nuyse 46
- Williams, Col. 36
- Williams, Painter 105
- Williamsburgh, 33, 34, 36, 37, 38, 43, 77, 78, 80, 81, 92, 104, 107, 122, 123, 124
- Williamsburgh and Cypress Hills Plank Road..... 105
- Williamsburgh and Jamaica Turnpike 81
- Williamsburgh, Bank of.. 115
- Williamsburgh, Bethel Independent Baptist Ch. 82
- Williamsburgh, Brooklyn, Bushwick and New Lots Railroad..... 105
- Williamsburgh Chapel 72
- Williamsburgh City Bank. 115
- Williamsburgh City Hall, 43, 44, 112
- Williamsburgh Democrat.. 114
- Williamsburgh Directory.. 118
- Williamsburgh District Schools 92, 93, 95
- Williamsburgh Ferry 103
- Williamsburgh Fire Department 109
- Williamsburgh Garden ... 112
- Williamsburgh Gazette ... 114
- Williamsburgh, Laws Relating to..... 149
- Williamsburgh Morning Post 114
- Williamsburgh, Number of Deaths in..... 118
- Williamsburgh, Number of Dwellings in..... 118
- Williamsburgh, Population 117
- Williamsburgh Reformed Dutch Church..... 81
- Williamsburgh Savings Bank 115
- Williamsburgh School Districts 92
- Williamsburgh Schools, 92, 93
- Williamsburgh, Solid Men of 153
- Williamsburgh, Taxable Valuation 148
- Williamsburgh Telegraph.. 114
- Williamsburgh Times 114
- Williamsburgh Turnpike Road and Bridge Co.. 104
- Williamsburgh Village, 37, 72, 75
- Woertman Homestead 43
- Wood, Timothy 100
- Woodhull, Richard M. 36

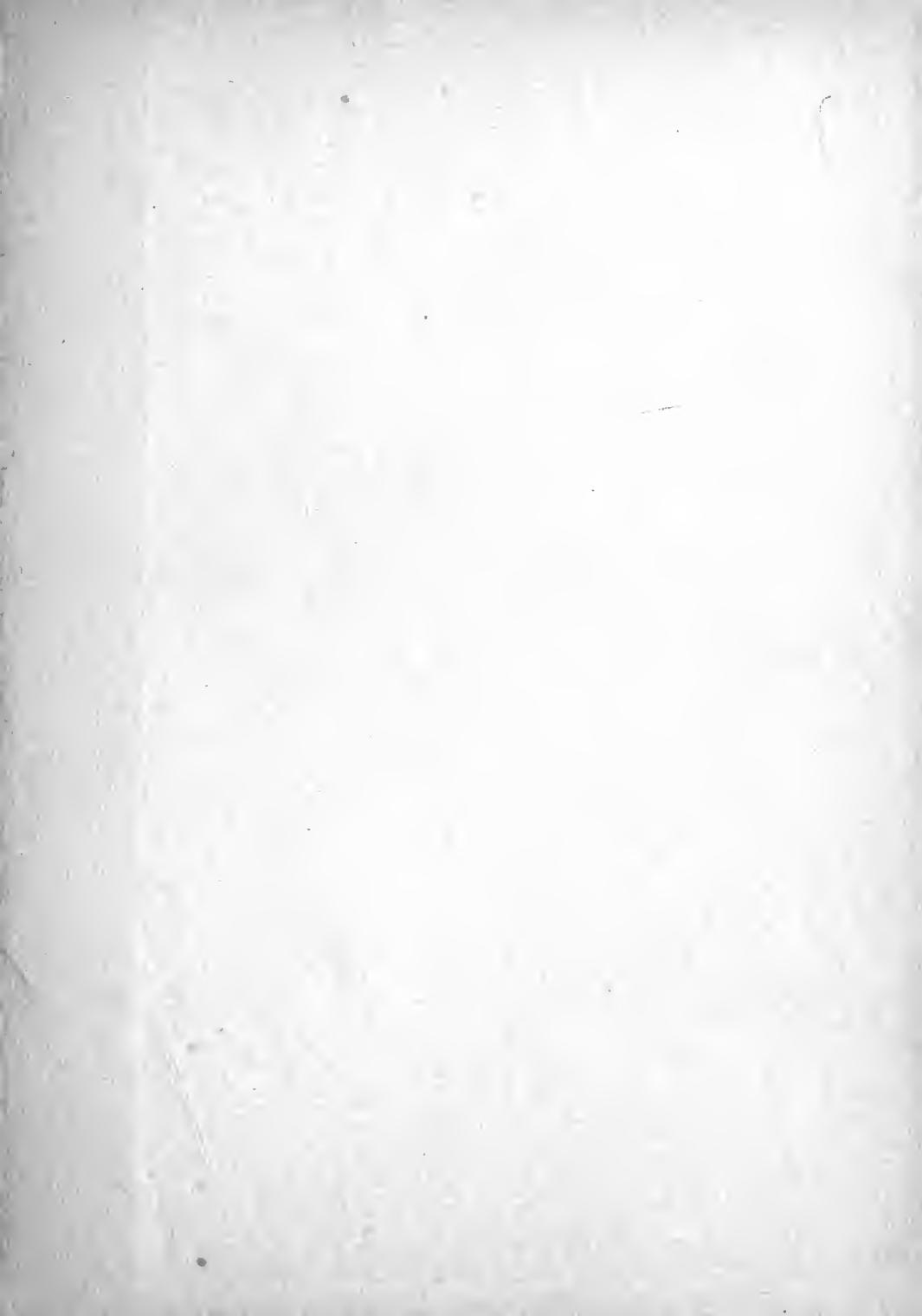
Woodpoint 27, 102
Woodpoint Road,
 27, 33, 70, 72, 76, 85
Wyckoff Avenue Baptist
 Church 128
Wyckoff, Catherine 49
Wyckoff Farm,
 86, 99, 101, 125, 126
Wyckoff Heights 125
Wyckoff Heights Presby-
 terian Church..... 128
Wyckoff House 101
Wyckoff, Nicholas 49, 101
Wyckoff, Nicholas 2nd ... 101
Wyckoff, Peter 29, 101
Wyckoff, Peter 2nd...101, 126
Wyckoff, Susan A. 49
Ye Pole's House 101
York, Duke of 26
Yorkshire 26
Yorkton 36, 37
Ysselstein, Jan Willemse.. 24
Zion African M. E. Church 81
Zweed, Jan De.....18, 19, 121







MAY 25 1912



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